

**BRADSHAW'S**  
**Railway Companion,**

CONTAINING  
THE TIMES OF DEPARTURE  
FARES, &c.  
OF THE RAILWAYS IN GREAT BRITAIN  
AND IRELAND,

AND ALSO  
Hackney Coach Fares,  
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH  
MAPS OF THE COUNTRY THROUGH WHICH THE  
RAILWAYS PASS,

AND PLANS OF  
LONDON, BIRMINGHAM, BRISTOL.  
LIVERPOOL, AND MANCHESTER.

~~~~~  
PRICE ONE SHILLING.  
~~~~~

**LONDON:**

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION  
OFFICE, 59, FLEET-STREET, W. J. ADAMS, AGENT;  
AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

~~~~~  
3rd Mo. (MARCH) 1st, 1846.



LONDON, WEST.

LONDON, EAST.

GREAT WESTERN RAILWAY STATION.



City of London  
City and Liberties of Westminster  
Borough of Southwark

Scale of Half a Mile



# CAUTION.

Several SHOPKEEPERS of apparent respectability, for the sake of gaining a trifle more profit, basely attempt to impose their *pernicious compounds* upon the public as the real "MACASSAR OIL" for the Hair, and "KALYDOR" for the Complexion, they copy the bills and labels of the original articles, substituting either a FICTITIOUS NAME, or the word "GENUINE," in the place of "ROWLAND'S."

To frustrate such imposition—it is necessary in purchasing either article, to see that the word "ROWLAND'S" is on the wrapper.

## ROWLAND'S MACASSAR OIL.

for the Growth, and for Beautifying the Human Hair.

Price 3s. 6d.; 7s.; or Family Bottles, (equal to four small,) 10s. 6d. and double that size 21s. per bottle.

\*\*\*To ensure the genuine article, the words "Rowland's Macassar Oil" are engraven on the back of the label nearly 1,500 times, containing 29,028 letters—WITHOUT THIS NONE ARE GENUINE

## ROWLAND'S KALYDOR

for the Skin and Complexion,—Price 4s. 6d. and 8s. 6d. per bottle.

## ROWLAND'S ODONTO,

OR PEARL DENTIFRICE,

renders the Teeth beautifully White, and preserves the Gums  
Price 2s. 9d. per box, duty included.

NOTICE.—For the protection of the Public from fraud and imposition, the *Honourable Commissioners of Her Majesty's Stamps* have authorised the Proprietors to have their names engraven on the Government Stamp which is affixed to the KALYDOR and ODONTO, thus—

"A. ROWLAND & SON, 20, Hatton Garden,"

— All without are spurious Imitations.—Ask for "ROWLAND'S" Articles.

Sold by them, and by Chemists and Perfumers.

## THE ONLY SUBSTITUTE FOR SILVER

that will retain its colour when in use, is RICHARD & JOHN SLACK'S chemically purified NICKEL SILVER, which possesses the following advantages over all others:—its pure whiteness and silver-like appearance—its durability in use, and the fact of its resisting all acids. This truly beautiful metal is the same throughout, and manufactured by silver-workers.

|                                   | Fiddle Pattern. | Thread Pattern. | King's Pattern. |
|-----------------------------------|-----------------|-----------------|-----------------|
| Table-spoons and forks, per dozen | 12s.            | 28s.            | 30s.            |
| Dessert ditto and ditto           | 10s.            | 21s.            | 25s.            |
| Tea ditto                         | 5s.             | 11s.            | 12s.            |

## Patent Magneto Plate, on Nickel Silver.

The superiority of the Magneto process of plating over the Electro and all other modes, consists in the perfect and fair adhesion of the silver deposited on the article, and the hardness of the silver so deposited, which, in wear, is of the first importance; they are impervious to the action of salts, acids, &c., and may be submitted to red heat without injury.

R. & J. SLACK'S Nickel Silver, when plated by the patent process, is the most perfect substitute for silver, and more durable than ever offered to the public, being in appearance and sound, equal to SOLID SILVER.

|                                   |      |
|-----------------------------------|------|
| Table Spoons and Forks, per dozen | 88s. |
| Dessert Spoons and Forks          | 28s. |
| Tea Spoons                        | 16s. |

Bronzed SCROLL FENDER, WITH STEEL SPEAR, 10s.—RICHARD and JOHN SLACK are now offering the most extensive and elegant assortment of Fenders in London, embracing the newest designs, at prices thirty per cent. under any other House. Ornamental Iron Fenders, 3 feet long, 4s. 6d., 3 feet 6 inches, 5s. 6d., 4 feet, 6s.; ditto bronzed, Fenders, 6s. Rich-scroll Fenders, with steel spear, any size, from 10s. Chamfer Fire-irons, 1s. 9d. per set; Parlour ditto, 3s. 6d.; Superior ditto, with cut head and bright pans, from 6s. 6d.; new pattern, with bronzed head, 11s.; ditto, with ormolu and china heads, at proportionate prices.

A SET OF THREE FULL-SIZE TEA TRAYS, 6s. 6d. Three superior Gothic ditto, 18s. 6d.; handsome Paper ditto, from 33s., the set of three. Also every description of Japan Ware, 30 per cent under any other house.

RICHARD & JOHN SLACK, 336, Strand  
opposite Somerset House.

ESTABLISHED 1818.

\*\*\* The money returned for any article not approved of.

Their Catalogue, containing Drawings and Prices of every article, may be had gratis, or sent to any part post free.

## STILTON HOUSE.

147, HOLBORN BARS.

R. CROSSLEY is now receiving some of his best dairies of FINE RIPE STILTON CHEESE, which are now in the highest possible perfection: they are selected for R. C. from the dairies, and received from the factors in the country, and not through London agents: the prices are from 10d. to 13d. per lb.; the latter is R. C.'s highest price for the present month.

R. CROSSLEY'S justly celebrated new mild ENGLISH BREAKFAST BACON, received from the curing stores in the country weekly, at 7d. per lb. by the side or half side; or EXTRA SMOKED, (by which the flavour is very much improved) at 7½d. per lb.

Fine flavoured SMALL SMOKED HAMS, from 7lb. weight and upwards.

HIGHLY SMOKED BATH CHAPS—an excellent accompaniment for fowl, game, &c., or eaten cold to breakfast, at 6½d. per lb.

Superior OLD WESTPHALIA HAMS imported by R. C.

A dairy of RICH SAGE CHEESE, from 4lb. weight and upwards.

The first importation this season of FINE RICH AMERICAN CHEESE selected expressly for the London market.

OLD CHESHIRE CHEESE, for household purposes, and all other description of Cheese of first-rate qualities, at moderate prices.

Fine OX TONGUES cured upon the premises, and in the Yorkshire manner, from 3s. 6d. each and upwards.

All Articles purchased for the Country are packed and forwarded to any of the London Coach-offices, or Railway Termini, free of extra expense.

R. CROSSLEY, Proprietor.

147, HOLBORN BARS, CITY.

N. B.—Top of Holborn Hill.

## To the Nervous and Dispeptic

Elegant Pocket Edition, Price One Shilling, by post,  
One and Sixpence.

## WHAT TO EAT, DRINK, & AVOID.

"How we should live—what eat—what drink—what shun;  
To reach in health full three score years and ten."

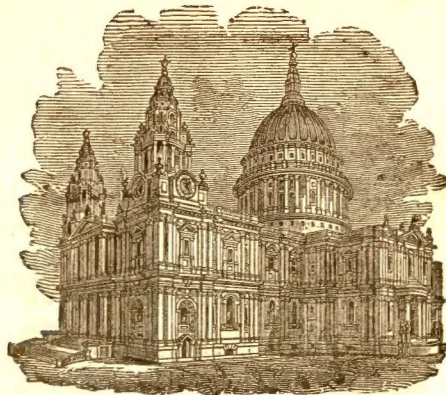
BY R. J. CULVERWELL, M.D., M.R.C.S., &c.

CONTENTS.—On the relative Digestibility of all kinds of Food, with Diet-tables for Invalids, on Wine, Beer, Spirits, Tea, Coffee, &c. On Snuffing, Smoking, and Drinking. On Late Hours, Early Rising. On Fresh Air and Exercise. Horse Riding and Walking, Fifty Rides and Drives round London. On Moral Hygiene, Liebig's Views of Life, Health, and Disease. Cases.

Sherwood, 23, Paternoster-row; Carvalho, 147, Fleet-street; Hannay, 63, Oxford-street; Mann, 39, Cornhill; or direct from the Author, 21, Arundel-street, Strand.

At home daily till 2, evenings 7 till 9.





**DAKIN AND COMPANY, TEA MERCHANTS;  
No. One, Saint Paul's Church Yard, London,**

To suit the convenience of Gentlemen resident in the country, who may wish to sample and prove the superior excellence of the Goods, sold by **DAKIN & COMPANY.** On receipt of a Post Office Order for £2, the following sample package amounting to £2 0s. 3d. will be forwarded **CAR. RIAGE FREE**, the 3d. being deducted to pay for the Post Office Order.

|                                               | £  | s.      | d.     |
|-----------------------------------------------|----|---------|--------|
| 3 lbs. Finest True Rich Congou Tea.....       | at | 4s. 6d. | 0 13 6 |
| 1 lb. Very Fine Hyson or Gunpowder .....      | at | 5s. 6d. | 0 5 6  |
| 1 lb. Strong Congou Tea for Domestics.....    | at | 3s. 6d. | 0 3 6  |
| 6 lbs. Coffee, ripe and rich in Flavour ..... | at | 1s. 8d. | 0 10 0 |
| 1 lb. The Old English Mustard .....           | at | 1s. 6d. | 0 1 6  |
| 2 lbs. Best Bermuda Arrowroot (in a tin) .... | at | 1s. 6d. | 0 3 0  |
| 1 lb. Finest Tapioca imported .....           | at | 8d.     | 0 0 8  |
| ½ lb. Finest Bencoolen Cloves .....           | at | 3s.     | 0 0 9  |
| 2 oz. Finest Brown Nutmegs .....              | at | 8s.     | 0 1 0  |
| ½ lb. Very Best Cayenne Pepper .....          | at | 3s. 4d. | 0 10 0 |

£2 0 3

All Goods sent warranted equal to the Samples ordered from. —————

Shopkeepers and large consumers may at all times be supplied with any quantity of chests or lots of Tea, and all purchasers will be allowed 1lb. on every 30lbs., as overweight.

The visitors to London are fearlessly assured that they may save a considerable portion of their Railway expenses by purchasing their Teas and Coffees at **NUMBER ONE, ST. PAUL'S CHURCH YARD**, which is in the very centre of England's Metropolis, and a position more easily identified than any in **LONDON.**

**UNDER ROYAL PATRONAGE.**

*Perfect Freedom from Coughs in Ten Minutes,*

IS INSURED BY

**Dr. Locock's Pulmonic Wafers,**

They have a most Pleasant Taste.

**Lists of many hundreds of the most astonishing cures of Asthmas, Consumptions, Coughs, &c., &c.**

May be had of every Agent throughout the Kingdom, and on the Continent.

**To Singers and Public Speakers.**

They are invaluable, as, in a few hours, they remove all hoarseness, and wonderfully increase the power and flexibility of the voice.

Sold at 1s. 1½d., 2s. 9d., and 11s. per box.

**AGENTS; DA SILVA & Co., 1, Bride-lane, Fleet-street, London,**  
and sold by all medicine vendors.

# GENERAL INSTRUCTIONS

FOR

## RAILWAY TRAVELLERS.

---

The Doors of the booking offices are closed at the precise times appointed for starting the Trains, and Passengers should be at the intermediate Stations at least ten minutes before the specified times of departure.

It is very desirable that Passengers should have their name and destination stated in full on their luggage, and to mark the number of the carriage on which it is deposited—light luggage may be taken into the carriage. The Companies do not hold themselves responsible for luggage unless booked and paid for according to its value. The weight generally allowed each passenger is about 60lbs for second class, and 100lbs for first class passengers.

Preserve your Ticket until called for by the Companies' servant.

Post Horses may be readily obtained at each terminus, and at most of the principal Stations.

\*.\* Carriage Trucks and Horse Boxes are kept at all the principal Stations, but to prevent disappointment, it is recommended that notice be given the day previous to their being required, and they ought to be at the Station Twenty minutes before the time of starting.

At each terminus Omnibuses, Coaches, and Cabs are generally waiting the arrival of Trains.

Infants in arms, unable to walk, not charged, and children under Ten Years of age only half fare.

Dogs, at a small charge for each, are conveyed in a proper vehicle, but are not allowed to be taken inside the carriages.

Smoking not allowed at the Stations, nor in any of the carriages.

No fees or gratuities are allowed to be received by any of the Companies' servants, but they are strictly enjoined to pay every attention to the convenience of passengers.

Do not lean upon the door of the carriage, nor attempt to get off whilst it is in motion.

**BRADSHAW'S**  
**Railway Companion,**

CONTAINING  
THE TIMES OF DEPARTURE  
FARES, &c.  
OF THE RAILWAYS IN GREAT BRITAIN  
AND IRELAND,

AND ALSO  
Hackney Coach Fares,  
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH  
MAPS OF THE COUNTRY THROUGH WHICH THE  
RAILWAYS PASS,

AND PLANS OF  
LONDON, BIRMINGHAM, BRISTOL.  
LIVERPOOL, AND MANCHESTER.

~~~~~  
PRICE ONE SHILLING.  
~~~~~

**LONDON:**

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION  
OFFICE, 59, FLEET-STREET, W. J. ADAMS, AGENT;  
AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

~~~~~  
3rd Mo. (MARCH) 1st, 1846.



1 Sec., C. A. Saunders, Paddington, London,

## GREAT WESTERN.

Engineer, I. K. Brunel.

Mls.	Down Trains.	7	7½	8	8½	9	9½	10	10½	11	12	1	1½	2	4	5	5½	6½	7½	8½	mail.
	Trains Leave	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5½	PADDINGTON	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
7½	Ealing	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
9	Hanwell	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
13	Southall	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
13	West Drayton	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
22½	SLOUGH	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
22½	MAIDENHEAD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
30½	TWYFORD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
35½	READING	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
41½	PANGBOURNE	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
44½	Goring	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
47½	WALLINGFORD ROAD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
53	DIDCOT (Junction)	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
56	APPLEFORD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
56	ABINGDON ROAD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
63	OXFORD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
66½	STEVENTON	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
63½	FARRINGTON ROAD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
71½	SHRIVENHAM	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
77	SWINDON (Junction)	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
	Departure for GLOUCESTER	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
81½	Purton	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
85½	MINETY	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
95	CIRENCESTER	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
91	Tetbury Road	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
98½	BRIMSCOMB, near Chalford	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
101½	STROUD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
103½	Stonehouse	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
114	GLOUCESTER	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
	SWINDON Junction (Departs)	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
82½	WOOTTON BASSET	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
93½	CHIPPENHAM	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
93½	Corsham	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
101½	Bath	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
106½	BATH	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
108½	Twerton	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
111½	Saltford	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
113½	Keynsham	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
118½	BRISTOL { arrival	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
	{ departure	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
126½	Nailsea	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
130½	CLEDON ROAD, Yatton Junction	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
133½	Banwell	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
236½	WESTON SUPER MARE	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
145½	HIGHBRIDGE, near Burnham	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
151½	BRIDGEWATER	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
163	TAUNTON	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
170	WELLINGTON	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
179	TIVERTON ROAD	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
181½	COLUMPTON	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
185½	Hele	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20
193½	EXETER	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20

For additional Sunday trains, see foot of Fare Table.



Mls.	Up Trains.	7½	9	6½	3cls	7	11½	mail. 8:35	3rd. Cls.	7	8	12	10	5½	Ex- pras	2	* 12½	4½	Brstl mail.	1st class	9½	* 9:35
Trains Leave		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	a.m.	p.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
84	EXETER	..	..	..	..	..	..	6 0	7 0	8 0	..	10 0	..	12 0	..	12 45	..	3 15	5 15	..	9 35	
124	Hele	..	..	..	..	..	..	6 20	7 17	8 15	..	10 15	..	..	..	1 0	..	3 31	5 33	..	..	
144	COLLUMPTON	..	..	..	..	..	..	6 30	7 27	8 26	..	10 24	..	..	..	1 11	..	3 39	5 42	..	9 57	
204	TIVERTON ROAD	..	..	..	..	..	..	6 40	7 35	8 34	..	10 30	..	..	..	1 17	..	3 44	5 48	..	10 1	
304	WELLINGTON	..	..	..	..	..	..	7 7	7 55	8 54	..	10 51	..	..	12 41	1 39	..	4 3	6 13	..	10 23	
424	TAUNTON	..	..	..	..	..	..	7 15	8 10	9 10	..	11 7	..	..	..	1 52	..	4 17	6 30	..	10 40	
484	BRIDGEWATER	..	..	..	..	..	..	7 42	8 34	9 30	..	11 28	..	..	..	2 14	..	4 37	6 55	..	11 5	
484	HIGHBRIDGE, near Burnham	..	..	..	..	..	..	8 0	8 48	9 45	..	..	..	..	..	2 27	..	4 50	7 6	..	..	
584	WESTON SUPER MARE depart	..	..	..	..	..	..	8 35	8 35	9 50	..	11 48	..	..	..	2 35	..	4 58	7 20	..	..	
60	Banwell	..	..	..	..	..	..	9 15	9 12	..	..	12 4	..	..	..	..	..	5 20	7 32	..	..	
634	CLEVEDON ROAD, Yatton Junction	..	..	..	..	..	..	9 30	9 21	10 12	..	12 11	..	..	..	3 0	..	5 20	7 42	..	..	
674	Nailsea	..	..	*	..	..	..	9 42	9 31	..	..	..	..	..	..	3 15	..	5 30	7 52	..	..	
754	BRISTOL { arrival { departure	..	6 30	6 30	7 0	..	..	10 20	9 50	10 40	noon	12 35	..	1 36	..	3 40	..	5 50	8 15	..	12 15	
804	Keynsham	..	6 40	6 40	..	..	..	11 30	10 10	10 50	12 0	12 45	..	1 41	2 0	3 55	4 30	6 0	8 30	9 15	12 25	
824	Salford	..	6 46	6 46	..	..	..	11 47	10 16	11 0	12 10	..	..	..	2 10	4 8	..	6 10	8 40	9 25	..	
854	Twerton	..	6 52	6 52	..	..	..	11 54	10 16	..	12 16	..	..	..	2 16	..	4 46	..	8 46	9 31	..	
87	BATH	..	7 0	7 0	7 25	..	..	12 4	10 22	..	12 22	..	..	..	2 22	..	4 52	..	8 52	9 37	..	
92	Box	..	7 15	7 15	7 36	..	..	9 0	12 10	10 30	11 18	12 30	..	1 10	1 56	2 30	4 20	5 0	6 25	9 0	9 45	
954	Corsham	..	7 50	7 50	..	..	..	Sun. 12 20	..	..	11 30	..	..	..	..	..	4 40	..	6 55	9 12	..	
100	CHIPPENHAM	..	8 26	8 26	8 0	..	..	9 23	12 30	..	11 42	..	1 35	..	..	..	4 40	..	6 55	9 26	..	
111	WOOTTON BASSET	..	9 10	9 10	..	..	..	9 35	1 6	..	11 55	..	1 49	..	..	..	4 51	..	7 10	9 38	1 15	
		..	9 10	9 10	..	..	..	9 59	1 50	..	..	..	..	..	..	..	5 13	..	10 0	..	..	
1334	GLOUCESTER departure	..	..	7 0	7 0	..	..	8 30	11 30	..	10 45	..	12 45	..	1 30	..	4 0	..	6 0	..	12 15	
1434	Stonehouse	..	..	7 15	7 15	..	..	Sun. 11 50	..	..	11 3	..	1 5	..	..	..	4 20	..	6 18	..	..	
1411	STROUD	..	..	7 22	7 22	..	..	8 55	12 5	..	11 10	..	1 12	..	1 52	..	4 28	For	6 25	For	12 40	
1384	BRIMSCOMB, near Chalford	..	..	7 27	7 27	..	..	9 0	12 15	..	11 18	..	1 17	..	..	..	4 34	dwn. 6 30	dwn. 8 40	..	..	
1304	Tetbury Road	..	..	7 52	7 52	..	..	9 30	12 55	..	11 43	..	1 40	..	2 20	..	4 55	train 6 50	train 8 20	..	1 15	
1344	CIRENCESTER	..	..	7 40	7 40	..	..	9 5	11 30	..	11 30	..	1 30	..	..	..	4 45	5 25	6 40	8 20	..	
125	MINET	..	..	8 0	8 0	..	..	9 50	1 30	..	12 5	..	1 57	..	..	..	5 5	7 10	..	..	..	
121	Purton	..	..	8 12	8 12	..	..	10 0	1 50	..	12 15	..	2 7	..	..	..	5 17	7 20	..	..	..	
1163	SWINDON (Arrival)	..	..	9 30	8 25	..	..	10 13	2 5	..	12 30	..	2 18	..	2 43	..	5 35	..	7 40	10 15	1 50	
1224	JUNCTION (Departure)	..	..	10 25	8 47	..	..	10 23	3 0	For	12 40	..	2 28	..	2 53	3 45	5 45	..	7 50	..	2 0	
130	SHRIVENHAM	..	..	10 45	8 58	..	..	10 35	3 20	dwn.	12 53	..	..	..	..	3 57	5 58	..	..	..	2 25	
130	FARRINGTON ROAD	..	..	11 5	9 13	..	..	10 50	3 50	day	..	..	2 53	..	..	4 13	Sun	8 13	..	..	2 25	
1374	STEVENTON	..	..	11 25	9 28	..	..	..	4 10	mail	..	..	..	..	..	4 27	6 20	..	..	..	2 43	
1504	Starting from	..	..	a.m.	..	..	..	10 45	4 0	11 45	1 0	..	2 45	..	2 45	4 0	5 50	..	8 0	..	2 20	
1434	OXFORD	..	7 50	10 45	9 10	..	..	11 0	4 15	11 58	1 15	..	3 5	..	..	4 15	6 10	..	8 15	..	2 35	
1424	ABINGDON ROAD	..	8 5	11 0	9 25	..	..	Sun. 4 20	12 2	..	..	..	3 8	..	..	4 20	6 17	..	..	..	..	
1424	APPLEFORD	..	8 8	..	9 29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
1404	DIDCOT (Junction)	..	8 14	11 45	9 35	..	..	11 10	4 50	12 10	1 30	..	3 27	..	3 22	4 39	6 30	..	8 33	..	2 49	
1464	WALLINGFORD ROAD	..	..	8 30	12 5	..	..	11 28	5 10	..	..	..	3 50	..	..	4 50	6 44	..	..	..	3 6	
1494	Goring	..	..	8 38	12 16	9 55	..	..	5 21	..	..	..	..	..	..	4 58	6 55	..	..	..	..	
1524	PANGBOURNE	a.m.	..	8 46	12 27	10 2	..	11 40	5 32	..	..	..	..	..	..	5 6	Sun	8 59	..	..	..	
158	READING	7 30	..	9 0	12 50	10 16	..	11 53	5 52	..	2 12	..	4 10	..	..	5 20	7 14	..	9 13	..	3 30	
163	TWYFORD	7 40	..	9 10	1 0	10 26	a.m.	..	6 10	p.m.	2 25	..	..	..	..	5 30	7 27	p.m. 9 25	..	..	..	
1714	MAIDENHEAD	7 55	a.m.	9 30	1 38	10 40	11 15	12 20	6 38	1 30	..	..	4 30	..	..	5 50	7 43	8 30	9 42	..	4 0	
1754	SLOUGH	8 6	9 0	9 40	1 55	10 50	11 25	12 30	7 0	1 45	2 52	..	4 45	5 15	..	6 0	7 54	8 45	9 50	..	4 10	
1804	West Drayton	8 18	9 10	9 53	2 12	..	11 37	..	7 17	1 55	..	..	..	5 25	..	6 10	..	8 55	..	..	4 22	
1844	Southall	8 28	9 19	10 5	2 26	..	11 46	..	7 31	2 4	..	..	..	5 34	..	6 19	..	9 5	..	..	..	
1864	Haywell	8 33	9 24	10 9	2 34	..	11 51	..	7 36	2 9	..	..	..	5 39	..	6 24	..	9 10	..	..	..	
1884	Ealing	8 38	9 28	10 14	2 42	..	11 56	..	7 42	2 13	..	..	..	5 43	..	6 28	..	9 15	..	..	..	
1934	PADDINGTON	8 55	9 45	10 30	3 0	11 30	12 15	1 10	8 0	2 30	3 40	..	5 30	6 0	4 30	6 45	8 35	9 30	10 30	..	4 50	

Trains marked thus \* run also on Sundays. For additional Sunday trains, see foot of Fare Table.

# 3 GREAT WESTERN TABLE OF FARES.

## From Paddington.

STATIONS.	PASSENGERS.			CAR-RIAGES.			HORSES.			PASSENGERS.			CAR-RIAGES.			HORSES.		
	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
PADDINGTON	13	0	0	0	0	0	0	0	0	27	0	18	6	11	58	0	48	0
Eding	13	0	0	0	0	0	0	0	0	27	0	18	6	11	58	0	48	0
Hamwell	16	10	0	0	0	0	0	0	0	29	6	17	9	0	0	0	0	0
Southall	20	13	0	0	0	0	0	0	0	33	6	17	9	0	0	0	0	0
West Drayton	30	10	0	0	0	0	0	0	0	43	0	21	0	7	0	0	0	0
Slough	0	0	2	6	1	11	0	0	0	13	0	21	0	7	0	0	0	0
Marlehead	5	0	3	6	1	11	0	0	0	16	0	22	0	15	0	0	0	0
Twyford	7	0	5	0	2	7	16	0	0	21	0	20	0	13	6	0	0	0
Reading	8	0	5	6	3	0	20	0	0	23	0	19	0	13	6	0	0	0
Pangbourne	9	0	6	6	3	0	24	0	0	32	0	17	0	12	6	0	0	0
Goring	10	0	7	0	3	0	24	0	0	32	0	17	0	12	6	0	0	0
Wallingford Road	11	0	7	6	4	0	28	0	0	40	0	16	0	11	0	0	0	0
Didcot	12	0	8	0	4	0	30	0	0	40	0	16	0	11	0	0	0	0
Appleford	12	0	8	6	4	0	30	0	0	40	0	16	0	11	0	0	0	0
Abingdon Road	12	0	9	0	4	0	32	0	0	48	0	16	0	11	0	0	0	0
OXFORD	14	0	9	6	0	5	36	0	0	52	0	17	0	12	6	0	0	0
Farringdon Road	14	0	10	0	5	4	36	0	0	52	0	12	6	8	6	0	0	0
Shirivenham	16	0	11	0	6	0	40	0	0	55	0	11	0	7	6	0	0	0
Swindon	17	6	12	0	6	5	42	0	0	58	0	9	6	6	3	0	0	0
Purton	18	6	12	6	6	10	0	0	0	60	0	7	0	3	0	0	0	0
Miney	19	6	13	6	7	2	45	0	0	61	0	10	6	7	6	2	0	0
CIRENCESTER	22	0	15	0	7	11	0	8	0	64	0	11	6	8	0	5	0	0
Tisbury Road	23	0	14	6	7	10	0	8	0	64	0	12	6	9	0	4	0	0
Stroud	23	0	14	6	7	10	0	8	0	62	0	12	6	9	0	4	0	0
GLOUCESTER	26	0	17	6	9	6	45	0	0	70	0	13	0	8	0	6	0	0
Wootton Bassett	19	0	13	0	6	11	4	3	0	60	0	8	0	5	6	3	0	0
Chippenham	21	6	14	6	7	10	0	8	0	63	0	5	6	3	6	2	0	0
Corsham	22	6	16	0	8	3	0	0	0	65	0	2	6	1	8	0	0	0
Box	23	6	16	6	8	6	0	0	0	65	0	2	6	1	8	0	0	0
BATH	24	6	17	0	8	11	5	3	0	68	0	2	6	1	8	0	0	0
Twerton	25	0	17	3	9	12	0	0	0	68	0	2	6	1	8	0	0	0
Salisbury	25	0	17	6	9	4	0	0	0	68	0	2	6	1	8	0	0	0
Keynsham	26	0	18	0	9	0	0	0	0	69	0	1	0	0	0	0	0	0
BRISTOL	27	0	18	6	9	11	5	3	0	73	0	0	0	0	0	0	0	0
Clevedon Road	30	0	20	0	11	6	5	1	0	76	0	3	0	1	6	0	0	0
Banwell	31	0	21	0	11	2	0	0	0	76	0	3	0	1	6	0	0	0
Weston Super Mare	31	6	21	6	11	2	0	0	0	79	0	4	6	3	0	1	0	0
High Bridge	33	0	23	0	12	2	6	4	0	83	0	4	6	3	0	1	0	0
Bridgewater	34	6	23	6	12	8	7	0	0	85	0	7	6	5	0	2	0	0
Taunton	37	0	25	6	13	7	8	6	0	91	0	8	0	7	0	3	0	0
Wellington	39	0	26	14	14	8	8	0	0	96	0	8	0	7	0	3	0	0
Tiverton Road	41	0	28	0	16	11	8	0	0	102	0	8	0	7	0	3	0	0
Collumpton	41	6	28	6	15	8	8	0	0	102	0	8	0	7	0	3	0	0
Hele	42	6	29	0	15	8	8	0	0	102	0	8	0	7	0	3	0	0
EXETER	44	6	30	0	16	2	9	2	0	108	0	7	6	11	6	0	0	0

From EXETER to	PASSENGERS.			CAR-RIAGES.			HORSES.		
	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Hele	2	0	1	0	9	8	0	8	0
Collumpton	3	0	1	6	11	0	8	0	13
Tiverton Road	3	6	2	0	13	2	0	9	10
Wellington	5	6	3	6	16	0	12	0	14
Taunton	7	6	4	6	18	0	12	0	15
Bridgewater	10	0	6	6	21	0	17	0	19
Highbridge	11	6	7	0	22	0	18	0	20
Weston Super Mare	13	0	8	6	24	0	20	0	22
Banwell	13	6	9	0	24	0	20	0	22
Clevedon Road	14	6	10	0	25	0	21	0	23
Nailsea	15	6	10	6	26	0	22	0	24
BRISTOL	17	0	11	6	28	0	24	0	26
BATH	20	0	13	6	31	0	27	0	29
Cirencester	20	0	13	6	31	0	27	0	29
GLOUCESTER	29	0	19	6	40	0	36	0	38
OXFORD	34	6	23	6	46	0	42	0	44
Paddington	44	6	30	0	56	0	52	0	54

## Fares by the 9.45 a.m. down, and 12 noon up EXPRESS TRAINS.

	From Paddington.		From Bristol.		From Exeter.	
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
PADDINGTON	13	0	8	6	17	0
DIDCOT	13	0	8	6	17	0
OXFORD	15	0	10	0	19	0
SWINDON	20	0	14	0	24	0
TETBURY ROAD	24	0	17	6	28	0
STROUD	25	6	18	6	29	0
GLOUCESTER	28	6	20	0	32	0
BATH	27	6	19	6	31	0
BRISTOL	30	0	21	0	34	0
TAUNTON	41	0	28	6	49	0
EXETER	50	0	34	0	58	0

\* \* The strong black mark or stop under certain times of arrival in the two preceding tables, show that the trains do not proceed beyond the stations on the same line.

Trains stop on particular days as indicated by their initials.  
**FARES for DOGS**.—Paddington to West Drayton, 6d.; to Slough, 1s.; to Reading, 1s. 6d.; to Oxford, 2s.; to Swindon, 2s.; to Bristol or Gloucester, 2s. 6d.; to Weston Super Mare, 3s. 6d.; to Taunton, 4s. 6d.; to Exeter, 5s.

**SUNDAY TRAINS**.—The Trains marked with an \* in the two preceding tables run on Sundays, and in addition there are trains as follows:—  
**DOWN**.—From Paddington to Slough at 9.45 a.m.; to Reading at 9 a.m.; to Maidenhead at 5 p.m.; to Oxford at 7 p.m.; to Exeter at 6.45 a.m. third class, 10.1 a.m. first class, and to Bristol, and 2 p.m.; from Swindon to Bristol at 8.45 a.m.; from Bath to Bristol at 9.45 p.m.  
**UP**.—From Exeter to Bristol, at 7 a.m., and 3.45 p.m.; to Bath at 5.45 p.m.; to Paddington at 6 a.m. third class; from Bristol to Swindon at 6.45 p.m.; to Paddington, from Oxford at 7.20 a.m.; from Slough at 8 a.m., and 5 p.m.; from Maidenhead at 6.45 p.m.; and from Reading at 9 p.m.

Return Tickets (not transferable) for the accommodation of 1st or 2nd class passengers are issued, at a reduced rate, for the journey to and from the station of departure, on the double journey. The ticket, on returning, must be re-stamped before entering the carriage. For any distance not above 60 miles, to return the same day, not above 120, the same or next day (Sundays not reckoned), above 120, the same or either of the two next days (Sundays not reckoned).



Miles	DOWN TRAINS.																	SUNDAY TRAINS.																
	DEPART FROM	6½	7	8	9	10½	11	12½	12.35	1	2½	3	3½	4	5	5½	6½	8																
		a.m. Mix	a.m. Mix.	a.m. Slow	a.m. Mix.	a.m. Mix.	a.m. Fast	a.m. Exps.	p.m. Mix.	p.m. Mix.	p.m. Mix	p.m. fast	p.m. Slow	p.m. Mix	p.m. Mix	p.m. Mix	p.m. Mix	Mix Mail	a.m. slow	a.m. Mix.	a.m. Mix.	a.m. Mix.	a.m. Mix.	p.m. a.m.	p.m. Mix	p.m. a.m.	p.m. Mix	p.m. Mix	p.m. Mix	p.m. Mail				
3	NINE ELMS.	6.30	7.0	8.0	9.0	10.30	11.0	12.30	12.35	1.0	2.30	3.0	3.30	4.30	5.0	5.30	6.30	8.50	8.0	9.15	10.0	10.30	2.15	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
6	Wandsworth	6.38	7.0	8.9	9.9	10.38	11.0	12.38	12.43	1.0	2.38	3.0	3.39	4.38	5.0	5.38	6.38	8.58	8.0	9.23	10.0	10.38	2.23	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
10½	Wimbledon	6.47	7.0	8.21	9.18	10.47	11.0	12.47	12.52	1.0	2.47	3.0	3.51	4.47	5.0	5.47	6.47	9.07	8.0	9.32	10.0	10.47	2.32	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
13	Kingston & Hampton Ct.	7.7	7.0	8.35	9.30	11.0	11.0	1.1	1.25	3.7	4.5	5.7	6.5	7.5	8.0	8.5	9.23	8.15	8.35	9.46	10.25	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0			
15½	Esher and Clarendon	7.7	7.0	8.46	9.39	11.7	11.7	1.1	1.12	3.7	4.16	5.7	6.7	7.7	8.0	8.7	9.23	8.46	9.52	11.7	11.7	11.7	11.7	11.7	11.7	11.7	11.7	11.7	11.7	11.7	11.7			
17½	Walton	7.15	7.15	8.57	9.46	11.15	11.15	1.2	1.20	3.15	4.27	5.15	6.15	7.15	8.0	8.7	9.23	8.57	10.0	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15			
21	Weybridge	7.20	7.20	9.0	9.53	11.20	11.20	1.25	1.25	3.20	4.38	5.20	6.20	7.20	8.0	8.7	9.23	9.0	9.53	11.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20			
29	Woking	7.50	7.50	9.26	10.10	11.35	11.46	1.3	2.0	3.46	4.55	5.54	6.54	7.54	8.0	8.7	9.23	9.26	9.50	10.20	11.0	11.0	11.35	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			
31	Guildford	8.0	8.0	9.40	10.23	12.0	12.0	1.35	2.15	2.46	4.0	5.0	6.0	7.0	8.0	8.7	9.23	9.40	10.35	11.50	11.50	11.50	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			
36	Farnborough	8.15	8.15	9.50	10.30	12.0	12.0	1.4	2.25	2.45	4.5	5.20	6.19	7.19	8.0	8.7	9.23	10.0	10.50	11.25	11.25	11.25	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			
46	Winchfield	8.28	8.28	10.0	10.48	12.0	12.0	1.45	2.40	2.45	4.17	5.39	6.32	7.32	8.0	8.7	9.23	10.28	10.40	11.40	11.40	11.40	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			
56½	Basingstoke	8.45	8.45	10.33	11.8	12.0	12.0	1.5	3.0	3.0	4.33	6.3	6.49	7.49	8.0	8.7	9.23	10.51	10.33	11.40	11.40	11.40	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			
62	Andover Road	9.15	9.15	11.0	11.38	12.0	12.0	1.55	1.13	3.0	4.33	6.3	6.49	7.49	8.0	8.7	9.23	11.30	11.30	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			
65½	Winchester	9.24	9.24	11.26	11.56	12.0	12.0	1.59	1.37	3.45	5.19	6.36	7.34	8.34	9.0	9.7	9.23	11.39	11.39	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48			
72	Bishopstoke	9.55	9.55	11.40	12.20	12.0	12.0	2.0	4.7	4.7	5.37	7.10	7.53	8.53	9.0	9.7	9.23	11.54	11.40	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7			
78	SOUTHAMPTON	10.10	10.10	12.0	12.35	12.0	12.0	2.05	4.20	4.20	5.50	7.30	8.10	9.10	9.0	9.7	9.23	12.17	12.0	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20			
77½	BISHOPSTOKE	9.55	11.40	12.20	12.0	12.0	12.0	2.05	4.19	4.19	5.37	7.10	7.55	8.55	9.0	9.7	9.23	11.54	11.40	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7			
83	Botley	10.10	10.10	12.0	12.32	12.0	12.0	2.1	4.19	4.19	5.37	7.10	7.55	8.55	9.0	9.7	9.23	12.16	12.0	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19			
83	Fareham	10.18	10.18	12.15	12.46	12.0	12.0	2.18	4.35	4.35	5.58	7.45	8.18	9.18	9.0	9.7	9.23	12.36	12.15	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33			
88	GOSPORT	10.35	10.35	12.30	1.5	12.0	12.0	2.15	4.50	4.50	6.15	8.0	8.33	9.33	9.0	9.7	9.23	12.52	12.30	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50			

Miles.	UP TRAINS.		SUNDAY TRAINS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	DEPART FROM		DEPART FROM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Mail a.m.	Mix a.m.	7 a.m.	8 a.m.	8 a.m.	9 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.	10 a.m.

Miles.	DOWN TRAINS.	Week Days.								Sundays.						FARES.					
				Slow		Mixed		Mixed				Slow		Mixed		Mixed	Mixed	Dbl. Ticket			
		Mixed	Slow	Mixed	Mixed	p.m.	p.m.	p.m.	p.m.	Mixed	Slow	Mixed	slow	Mixed	1 cls.	2 cls.	Slow	1 cls.	2 cls.		
	<b>Southampton</b> ....	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	s. d.	s. d.	s. d.	s. d.	s. d.			
6	Bishopstoke.....	9 40	11 20	12 10	3 55	5 20	6 50	7 40	10 0	11 20	12 55	6 50	8 10	1 3	1 0	0 6	1 8	1 4			
11½	Botley.....	9 53	11 40	12 20	4 7	5 37	7 10	7 55	10 17	11 40	1 7	7 10	8 27	2 6	2 0	1 0	3 4	2 7			
17	Fareham.....	10 9	12 0	12 32	4 19	..	7 30	8 9	10 29	12	0 19	7 30	1 39	3 6	3 0	1 5	4 6	3 4			
22	Gosport.....	10 18	12 15	12 46	4 33	5 58	7 45	8 18	10 43	12 15	1 33	7 45	8 53	4 6	3 0	1 10	6 0	4 0			
		10 35	12 30	1 5	4 50	6 15	8 0	8 35	11 0	12 30	1 50	8 0	9 10								
<b>Gosport to Southampton.</b>														1 Horse, 7s; 2, 10s.; 3, 12s. Carriages, 10s. the whole distance.							
Miles.	UP TRAINS.	Week Days.								Sundays.						FARES.					
				Slow		Mixed		Mixed				Slow		Mixed		Mixed	Mixed	Dbl. Ticket			
		Mixed	Slow	Mixed	Mixed	p.m.	a.m.	p.m.	p.m.	Mixed	Slow	Mixed	Slow	Mixed	1 cls.	2 cls.	Slow	1 cls.	2 cls.		
	<b>Gosport</b> .....	p.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.		s. d.	s. d.	s. d.	s. d.	s. d.			
5	Fareham.....	8 30	9 0	10 30	2 30	3 0	5 30	7 45	9 0	9 30	3 0	4 30	7 45	1 0	0 9	0 5	1 6	1 2			
10½	Botley.....	8 54	9 24	..	2 54	3 24	5 54	8 15	9 24	9 54	3 24	4 54	8 13	2 0	1 6	0 11	3 0	2 0			
16	Bishopstoke.....	9 11	9 42	11 11	3 11	3 42	6 11	8 35	9 12	10 11	3 42	5 11	8 27	3 2	2 6	1 4	4 6	3 4			
22	Southampton....	9 30	10 0	11 30	3 30	4 0	6 30	8 50	10 0	10 30	4 0	5 30	8 45	4 6	3 0	1 10	6 0	4 0			

THIRD CLASS only, by the Slow Train, at one penny per mile.  
CHILDREN under twelve months old no charge; above one year and under ten, half-price by all trains, except the slow.

From London.												FARES.												From Gosport.											
STATIONS	Express Trains		Fast Trains.		Ordinary Trains.		S <sup>d</sup> ow		Double Tickets.		Carriage		STATIONS	Express Trains.		Fast Trains.		Ordinary Trains.		S <sup>d</sup> Double		Carriage		STATIONS	Express Trains.		Fast Trains.		Ordinary Trains.		S <sup>d</sup> Double		Carriage		
	1cls serv		1cls 2cls		1cls 2cls		1cls 2cls		1cls 2cls		1cls 2cls			1cls serv		1cls 2cls		1cls 2cls		1cls 2cls		1cls 2cls			1cls serv		1cls 2cls		1cls 2cls		1cls 2cls		1cls 2cls		
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Wandsworth	..	..	..	..	0 8	0 6	3	0	0	0	8	..	not	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Wimbledon	..	..	..	..	1 3	1 0	6	1	9	1	4	..	not	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
Kingston Vham.Ct	..	..	..	..	2 0	1 6	11	2	8	2	0	10	0	7	6	10	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	
Esher & Clarendon	..	..	..	..	2 6	1 9	1	3	4	2	0	10	0	7	0	10	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	
Wotton	..	..	..	..	3 0	2 0	1	4	10	2	8	10	0	7	0	10	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	
Weybridge	..	..	..	..	3 6	2 6	1	6	4	8	3	10	0	7	0	10	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	
Woking	..	..	..	..	4 0	3 6	1	11	6	4	8	12	0	15	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	
Guildford	..	..	..	..	5 6	5 2	5	4	12	5	8	16	0	15	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	
Farnborough	..	..	..	..	7 2	6 6	6	0	2	7	9	0	17	0	11	0	17	0	20	0	20	0	20	0	20	0	20	0	20	0	20	0	20	0	20
Winchfield	..	..	..	..	8 9	7 9	7	9	10	3	12	0	18	0	14	0	17	0	21	0	21	0	21	0	21	0	21	0	21	0	21	0	21	0	21
Basingstoke	12	6	0	10	6	8	3	9	6	7	10	13	0	10	0	20	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	
Andover Road	..	..	..	..	13	10	0	11	6	9	16	6	13	0	31	0	22	0	30	0	33	0	33	0	33	0	33	0	33	0	33	0	33	0	33
Winchester	..	..	..	..	15	0	11	6	13	0	10	0	5	19	3	15	0	36	0	35	0	34	0	12	..	..	..	..	..	..	..	..	..	..	
Bishopstoke	..	..	..	..	16	13	0	15	0	11	6	0	21	0	18	0	32	0	28	0	28	0	37	0	16	..	..	..	..	..	..	..	..	..	
Southampton	21	0	15	0	18	0	14	0	16	0	12	0	6	22	0	17	0	14	0	20	0	19	0	50	..	..	..	..	..	..	..	..	..	..	
Botley	..	..	..	..	18	0	13	0	16	0	12	0	6	22	0	17	0	12	0	18	0	16	0	50	..	..	..	..	..	..	..	..	..	..	
Fareham	..	..	..	..	18	0	13	0	16	0	12	0	6	22	0	17	0	12	0	18	0	16	0	50	..	..	..	..	..	..	..	..	..	..	
Gosport	21	0	15	0	18	0	14	0	16	0	12	0	6	22	0	17	0	12	0	18	0	16	0	50	..	..	..	..	..	..	..	..	..	..	
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11	0	6	6	12	0	10	15	0	11	0	6	6	12	0	10	15	0	15	0	11	0	6	6	12	0	10	15	0
Gosport	..	..	..	..	15	0	11																												



## EASTERN COUNTIES.—Colchester Line.—50½ Miles.

Miles.	STATIONS.	DOWN TRAINS.										SUNDAYS.					FARES.																																																																																																																																																																																																																																																																																																																									
		1, 2, 3 Mail Chp. 1, 2cls	1, 2, 3, 1 & 2 class.	1 & 2 cls.	exp. 1, 2, 1 & 2 1 & 2 3 cls	1, 2, 1 & 2 cls.	1, 2, 1 & 2 cls.	1, 2, 1 & 2 cls.	1, 2, 1 & 2 cls.	1, 2, 1 & 2 cls.	1, 2, 1 & 2 cls.	1, 2, 1 & 2 class	1, 2, 3, 1 & 2, 1, 2, 1 & 2 class.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.	1, 2, 1, 2, 1 & 2 cls.

On Wednesdays the Train marked thus † stops at Mile End, to take up and set down Passengers. On Sundays, third class carriages are attached to all the trains except the Mail trains.

† This train calls at Ingatstone on Fridays.

‡ This train starts from Colchester at 6 45 a.m. on Mondays, calling at all the intermediate Stations, except Mile End.

Coaches meet the following trains:—to Ipswich, every train, except the 1 p.m. to Lowestoft, through Woodbridge, Saxmundham, and Yoxford, the 8½ a.m. and 8½ p.m. trains; to Halesworth, through Ipswich and Yoxford, 11 a.m. train; to Bury, through Bares, Sudbury and Melford, 3 p.m. train; to Woodbridge, through Ipswich, 3 p.m. train; to Stowmarket, through Hadleigh and Bidestone, 3 p.m. train; to Harwich, through Manningtree and Mistley, 3 p.m. train.

Miles.	London to Ely, Norwich, and Yarmouth.	DOWN TRAINS.															Sunday Trains.					FARES.				
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1	2	3	4	5	Ordinary Trs.				
		1 & 2 class.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1 & 2 class.	1, 2, 3 class.	1, 2, 3 class.	1 & 2 class.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1 & 2 class.	1, 2, 3 class.	1, 2, 3 class.	mail.	1, 2, 3 class.	1, 2, 3 class.	1 & 2 class.	1, 2, 3 class.	mail.	1 cl. 2	cl. 3	cl.		
		a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.	
	<b>London</b> .....	8 0	9 0	9 30	10 30	11 30	12 0	1 30	2 0	2 30	3 20	4 30	5 0	5 45	7 0	8 40	9 0	10 30	11 30	12 30	8 40	..	..	..	..	
38	<b>Stratford</b> .....	..	9 11	..	10 41	..	12 11	1 40	..	2 45	3 31	4 41	..	5 55	7 11	..	..	9 12	10 42	11 30	..	..	0 60	40	3	
52	<b>Lea Bridge</b> .....	..	9 18	..	10 48	..	12 18	1 46	..	2 54	3 37	4 48	..	5 59	7 18	..	..	9 19	10 49	11 38	..	..	0 80	60	4	
72	<b>Tottenham</b> .....	8 17	9 24	..	10 54	..	12 24	1 52	2 18	3 33	4 24	5 55	5 17	6 57	7 24	8 57	..	9 27	10 57	11 26	8 57	0 80	60	4		
9	<b>Marsh Lane</b> .....	..	9 28	9 45	10 58	..	12 28	1 57	..	3 12	3 46	5 0	..	6 11	7 28	..	..	9 34	11 43	11 31	..	0 100	80	6		
94	<b>Edmonton</b> .....	..	9 32	..	11 2	..	12 32	2 1	..	3 17	..	5 4	..	6 16	7 32	..	..	9 39	11 48	11 35	..	0 100	80	6		
112	<b>Ponder's End</b> .....	..	9 39	..	11 9	..	12 39	2 7	..	3 23	3 55	5 11	..	6 22	7 39	9 7	..	9 46	11 55	11 43	9 7	1 31	00	9		
142	<b>Waltham</b> .....	8 30	9 46	9 58	11 16	..	12 46	2 12	3 32	3 35	4 15	5 25	6 30	7 46	9 12	..	9 52	11 22	12 31	9 12	2 01	61	0	7		
19	<b>Broxbourne</b> .....	8 39	9 58	10 8	11 28	12 0	12 58	2 22	4 2	3 53	4 11	5 38	5 37	6 41	7 58	9 22	7 37	10 2	11 32	12 4	9 22	3 32	31	7		
22	<b>St. Margaret's</b> .....	..	10 8	..	11 38	..	1 8	2 32	..	..	4 22	5 41	..	6 48	8 8	..	..	10 8	11 38	..	..	4 63	01	10		
24	<b>Ware</b> .....	..	10 14	..	11 44	..	1 14	2 38	..	..	4 25	5 47	..	6 54	8 14	..	..	10 18	11 48	..	..	4 63	02	1		
26	<b>Hertford</b> .....	..	10 20	..	11 50	..	1 20	2 50	..	..	4 35	5 50	..	7 08	8 20	..	..	10 30	12 0	..	..	4 63	02	2		
22	<b>Boydon</b> .....	..	..	10 16	..	..	..	..	..	4 5	..	..	..	5 47	..	..	..	7 47	..	..	4 14	..	4 63	01	10	
24	<b>Burnt Mill</b> .....	..	..	10 22	..	..	..	..	..	4 15	..	..	..	5 53	..	..	..	7 54	..	..	4 20	..	4 93	32	1	
26	<b>Harlow</b> .....	9 2	10 27	..	..	..	..	3 2	4 19	..	..	..	..	5 58	..	..	9 45	8 1	..	..	4 25	9 45	03	62	3	
28	<b>Sawbridgeworth</b> .....	..	10 34	..	..	..	..	..	4 28	..	..	..	..	..	..	..	9 51	8 9	..	..	..	9 45	64	02	5	
32	<b>Bp. Stortford</b> .....	9 15	10 46	..	12 25	..	..	3 15	4 36	..	..	..	..	6 15	..	10 08	19	..	..	..	4 35	10 06	04	62	9	
34	<b>Stanstead</b> .....	..	10 58	..	..	..	..	3 26	4 45	..	..	..	..	..	..	..	8 31	..	..	..	4 47	..	6 64	63	0	
37	<b>Elsenham</b> .....	9 33	..	..	..	..	..	..	4 53	..	..	..	..	6 33	..	..	8 39	..	..	..	4 55	..	7 05	03	1	
41	<b>Newport</b> .....	..	11 22	..	..	..	..	..	5 10	..	..	..	..	..	..	10 32	8 56	..	..	..	..	10 32	05	63	6	
43	<b>Wenden</b> .....	9 56	11 30	..	1 2	..	..	3 53	5 20	..	..	..	..	6 56	..	10 40	9 4	..	..	..	5 18	10 40	66	03	8	
47	<b>Chesterford</b> .....	10 11	11 47	..	..	..	..	4 6	5 38	..	..	..	..	7 11	..	10 56	9 19	..	..	..	5 33	10 56	66	64	0	
50	<b>Whittlesford</b> .....	..	11 58	..	..	..	..	4 15	5 52	..	..	..	..	..	..	..	9 28	..	..	..	5 43	..	10 07	04	3	
54	<b>Shelford</b> .....	10 29	..	..	..	..	..	..	6 7	..	..	..	..	7 28	..	..	9 38	..	..	..	5 53	..	10 67	64	6	
57	<b>Cambridge arr.</b> .....	10 40	12 15	..	1 37	..	..	4 22	6 22	..	..	..	..	..	11 21	9 49	..	..	..	..	6 3	11 21	10 67	64	10	
62	<b>Ditto dep.</b> .....	10 48	..	..	1 45	..	..	4 30	6 30	..	..	..	..	7 45	..	11 29	9 57	..	..	..	6 11	11 26	..	..	..	
62	<b>Waterbeach</b> .....	11 0	..	..	..	..	..	4 45	6 45	..	..	..	..	7 57	..	11 37	10 10	..	..	..	6 20	11 37	12 8	65	3	
72	<b>Ely</b> .....	11 22	..	..	..	2 20	..	5 10	7 20	..	..	..	..	8 19	..	12 0	10 30	..	..	..	6 40	12 04	10 10	60	0	
125	<b>Norwich arriv.</b> .....	2 15	..	..	..	5 0	..	..	..	..	..	..	..	11 10	..	2 48	2 0	..	..	..	9 25	..	23 6	16 9	10 6	
	<b>Ditto depart.</b> .....	2 55	..	..	..	5 55	..	..	..	..	..	..	..	11 50	..	3 28	2 50	..	..	..	..	2 48	..	..	..	
	<b>Yarmouth arr.</b> .....	2 55	..	..	..	5 55	..	..	..	..	..	..	..	11 50	..	3 28	2 50	..	..	..	..	3 28	26	018	612	2

Additional Sunday Trains—From London to Hertford at 3, 6½, and 9 p.m., stopping at the Stations.



Distance from Norwich.	Yarmouth Norwich, and Ely to London.	UP TRAINS.															Sunday Trains.					FARES.			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1	2	3	4	5	From Yarmth.			
		1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	3 cls.	cls.	1 & 2 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1 & 2 class.	mail.	1,2,3 class.	1,2,3 class.	1,2,3 class.	1,2,3 class.	p.m.	p.m.	s.	d.	s.
—	Yarmouth Norwich	a.m.	a.m.	a.m.	a.m.	a.m.	5 45 6 30	p.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	s.	d.	s.	d.
		..	..	..	..	..	..	..	..	..	10 30 11 30	..	..	..	2 30 3 20	10 17 11 2	..	..	..	..	..	..	..	..	..
53	Ely .....	..	..	6 40	..	..	8 55	..	9 30	..	p.m. 1 40	..	..	..	5 45 1 15	a.m.	..	..	8 55	4 25	1 15	13 0	9 6	6 2	..
62	Waterbeach ..	..	..	7 2	..	..	9 17	..	10 0	..	..	..	..	..	6 8 1 48	..	..	..	9 17	4 50	1 48	14 6	10 0	7 0	..
67	Cambridge ar	..	..	..	..	..	9 31	..	10 22	..	2 13	..	..	..	6 22 2 0	..	..	..	9 31	5 4	2 0	16 0	11 0	7 5	..
	Ditto dep.	..	..	7 16	..	..	9 39	..	10 28	..	2 21	..	4 0	..	6 30 2 8	..	..	..	9 39	5 12	2 8	..	..	..	..
71	Shelford .....	..	..	7 24	..	..	..	..	10 40	..	..	..	4 8	..	..	..	..	..	9 51	5 24	..	..	..	7 8	..
75	Whittlesford ..	..	..	7 34	..	..	..	..	10 53	..	..	..	4 18	..	..	..	..	..	10 1	5 34	..	..	..	8 0	..
77	Chesterford ..	..	..	7 43	..	..	10 2	..	11 5	..	..	..	4 28	..	6 53 2 28	..	..	..	10 11	5 44	2 28	17 0	12 0	8 3	..
81	Wenden .....	..	..	7 54	..	..	10 16	..	11 22	..	2 56	..	4 41	..	7 7 2 48	..	..	..	10 25	5 58	2 48	18 0	12 6	8 7	..
83	Newport .....	..	..	..	..	..	10 26	..	11 31	..	..	..	4 47	..	7 17 2 58	..	..	..	10 35	6 7	2 58	18 6	13 0	8 9	..
88	Elsenham .....	..	..	..	..	..	10 42	..	11 47	..	..	..	..	..	7 33	..	..	..	10 51	6 24	..	19 6	13 6	9 2	..
89	Stanstead .....	..	..	8 16	..	..	..	..	11 59	..	..	..	..	..	..	..	..	..	11 0	6 32	..	20 0	14 0	9 3	..
92	B. Stortford ..	..	..	8 26	..	..	10 58	..	12 11	..	3 35	..	5 11	..	7 50 3 18	..	..	..	11 11	6 44	3 18	20 6	14 6	9 6	..
96	Sawbridgwrth ..	..	..	8 34	..	..	..	..	12 22	..	..	..	5 20	..	..	3 25	..	..	11 19	6 52	3 25	..	..	..	9 10
98	Harlow .....	..	..	8 39	..	..	11 13	..	12 32	..	..	..	5 29	..	8 4 3 33	..	..	..	11 24	6 57	3 33	22 0	15 6	10 0	..
100	Burnt Mill .....	..	..	8 44	..	..	..	..	12 40	..	..	..	..	..	..	..	..	..	11 30	7 3	..	..	..	10 2	..
103	Roydon .....	..	..	8 48	..	..	..	..	12 48	..	..	..	5 41	..	..	..	..	..	11 40	7 12	..	..	..	10 4	..
109	Hertford .....	..	8 15	..	9 15	10 45	..	12 30	..	2 30	..	4 50	..	7 20	..	..	8 30	11 15	..	..	..	..	..	..	..
107	Ware .....	..	8 21	..	9 21	10 51	..	12 36	..	2 36	..	4 56	..	7 28	..	..	8 36	11 21	..	..	..	..	..	..	..
105	S. Mgrt's .....	..	..	..	9 27	10 57	..	12 42	..	2 42	..	5 2	..	7 33	..	..	8 42	11 27	..	..	..	..	..	..	..
106	Broxborne .....	7 45	8 35	8 56	9 35	11 5	11 30	12 51	1 0	2 50	4 0	5 10	5 50	7 45	8 21	3 58	8 50	11 50	11 50	7 22	3 58	23 0	16 6	10 8	
110	Waltham .....	7 56	8 46	..	9 45	11 15	..	1 2	1 18	3 0	..	5 21	6 17	7 56	8 31	4 13	9 12	12 0	12 0	7 32	4 13	23 6	17 0	11 0	
113	Pond's E. .....	8 48	9 54	..	9 55	11 25	..	1 10	1 30	3 10	..	5 29	..	8 4	..	..	9 12	12 12	12 12	7 44	..	..	..	..	..
115	Edmonton .....	8 10	9 0	..	10 2	11 31	..	1 17	1 40	3 16	..	5 36	..	8 11	..	..	9 19	12 19	12 19	..	..	..	..	11 5	..
115	Marsh Lane ..	8 13	9 4	..	10 7	11 35	..	1 21	1 45	3 16	..	5 41	..	8 15	..	..	9 24	12 24	12 24	7 56	..	..	..	11 5	..
117	Tottenham .....	8 20	9 9	9 24	10 13	11 40	..	1 25	1 54	3 25	..	5 48	..	8 19	8 55	..	9 30	12 30	12 30	8 5	..	25 6	18 0	11 7	
119	Lea Bridge .....	8 27	9 15	9 30	10 21	11 47	..	1 32	2 3	3 32	..	5 55	..	8 26	..	..	9 38	12 38	12 38	8 14	..	..	..	11 9	..
121	Stratford .....	8 33	9 24	..	10 29	11 54	..	1 39	2 13	3 39	4 85	..	..	..	..	..	9 46	12 46	12 46	..	..	..	..	11 11	..
125	London .....	8 45	9 35	9 50	10 40	12 5	12 30	1 53	2 30	3 50	5 0	6 8	6 40	8 43	9 25	5 0	10 0	1 0	1 0	8 27	5 0	26 0	18 6	12 2	..

Additional Sunday Trains.—From Hertford to London at 2½, 6½, and 8½ p.m., stopping at the Stations.

First and Second class Day Tickets are issued at a fare and half.

Miles.	London to Norwich and Yarmouth.	Down Trains.					Sundays.			FARES from London.		
		1 & 2	1 & 2	1 & 2	1 & 2	Mail.	1, 2, 3	1, 2, 3	1, 2, 3	1st cl.	2d cl.	3d cl.
		class.	class.	class.	class.	Mail.	class.	class.	Mail.	s. d.	s. d.	s. d.
0	Starting from	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.
57 1/2	London	8 0	11 30	5 0	8 40	7 0	3 0	8 40	10 6	7 6	4 10	10 6
72	Cambridge	6 45	10 45	1 45	7 45	11 26	9 57	6 11	11 26	14 0	10 0	6 0
79	Ely	..	..	..	..	..	..	..	..	15 0	10 0	6 0
84 1/2	Mildenhall Drove	..	..	..	..	..	..	..	..	16 0	11 0	7 0
88 1/2	Lakenheath	8 7	12 11	3 6	9 8	12 49	11 22	7 32	12 49	16 0	11 0	7 0
95 1/2	Brandon	8 2	12 32	3 27	9 29	1 10	11 43	7 53	1 10	16 0	12 0	7 11
103 1/2	Thetford	8 36	12 40	3 35	9 37	..	11 51	8 1	..	18 0	12 0	8 5
106 1/2	Harling Road	8 45	12 49	..	9 46	..	12 0	8 10	..	19 0	13 0	9 1
110	Eccles Road	9 4	1 48	4 0	10 5	1 43	12 19	8 29	1 43	19 0	13 0	9 1
113	Attleborough	9 7	..	..	10 8	..	12 22	8 32	..	20 0	14 0	9 5
115 1/2	Spooner Row	9 22	1 23	4 15	10 23	1 58	12 37	8 47	1 58	21 0	14 0	9 7
119 1/2	Wymondham	9 26	1 27	..	..	..	12 41	8 51	..	21 0	15 0	9 11
125	Hethersett.	10 5	2 5	4 50	11 0	..	1 20	9 20	..	22 0	16 0	10 6
126	Trowse	10 15	2 15	5 0	11 10	2 48	2 0	9 30	2 48	23 0	16 0	10 6
146	Norwich	11 0	2 55	5 55	11 50	3 28	2 50	..	3 28	26 0	18 0	12 2
	Yarmouth arrival	..	..	..	..	..	..	..	..	..	..	..

Miles.	Yarmouth and Norwich to London.	Up Trains.					Sundays.			FARES From Norwich.		
		1 & 2	1 & 2	1 & 2	1, 2, 3	Mail.	1, 2, 3	1, 2, 3	1, 2, 3	1st cl.	2d cl.	3d cl.
		class.	class.	class.	class.	Mail.	class.	class.	Mail.	s. d.	s. d.	s. d.
	Starting from	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.
20	Yarmouth	5 45	10 30	2 30	7 0	10 17	..	1 0	10 17	..	..	..
21	Norwich	6 30	11 30	3 20	7 50	11 2	6 30	2 0	11 2	..	..	..
26 1/2	Trowse	6 33	11 33	3 23	7 53	..	6 33	2 3	..	..	..	..
30 1/2	Hethersett.	6 39	..	..	..	..	6 39	2 9	..	1 0	0 9	0 6
33 1/2	Wymondham	6 54	11 46	3 41	8 19	11 28	6 54	2 24	11 28	1 9	1 4	0 10
36 1/2	Spooner Row	6 57	..	..	..	..	6 57	2 27	..	2 3	1 6	1 1
39 1/2	Attleborough	7 16	11 59	3 57	8 35	11 41	7 10	2 40	11 41	3 0	2 0	1 4
42 1/2	Eccles Road	7 13	..	..	..	..	7 13	2 43	..	3 9	2 6	1 7
50 1/2	Harling Road	7 20	12 6	4 0	7 8	45	7 20	3 50	..	4 6	3 0	1 11
57 1/2	Thetford	7 46	12 32	4 33	9 11	12 14	7 46	3 16	12 14	6 0	4 0	2 7
61 1/2	Brandon	8 6	12 52	4 53	9 34	12 34	8 6	3 36	12 34	6 6	4 6	3 2
67 1/2	Lakenheath	..	..	..	..	..	..	..	..	7 3	5 4	3 5
74 1/2	Mildenhall Drove	..	..	..	..	..	..	..	..	8 6	6 0	3 10
88 1/2	Ely	9 54	2 36	6 45	11 40	2 29	9 54	5 27	2 29	12 6	8 6	5 9
146	Cambridge	12 30	5 0	9 25	..	5 22	12 54	8 27	5 22	22 0	16 0	10 6
	London arrival	..	..	..	..	..	..	..	..	..	..	..

**Branch Coaches** in connection with the Railway, meet the following Trains from London:—From Cambridge Station, to Bury St. Edmunds, and Newmarket, 8 a.m. and 11 a.m., and 2 p.m. trains. To Newmarket, through Swaffham, Burell, and Exning, 9 a.m. train. To Huntingdon, 11 a.m., and 2 p.m. trains. To St. Ives, 11 a.m., and 2 p.m. trains. The Holbeach Mail, through St. Ives, Somersham, Chatteris, March, Wisbeach, and Long Sutton, with a conveyance from Wisbeach to Lynn, 8 40 p.m. train.

**THIRD CLASS PASSENGERS** can book by these Trains between Yarmouth and Brandon. On Saturdays the 7 50 up train from Norwich to Cambridge will start at 6 5 p.m. from Norwich, and will leave each station one hour and twenty minutes earlier than the time specified. Children under three years of age are conveyed free; above three, and under ten years, half price. Dogs are charged 6d. for any distance not exceeding twelve miles, and for greater distances 3d. for every 6 miles.

**Post Horses** are in readiness at Norwich and London on the arrival of every train. Charge to any part of London, including Post Boy, 10s. 6d. Post Horses, Flys, &c. may also be secured at any of the principal stations by giving notice one day previously to the chief clerk of the station where they are required.



10 R. T. Brandling, Manager.

## YARMOUTH AND NORWICH.

Treasurer, R. Till, Guildhall Buildings, London.

Mls.	Down Trains.	Week Days.							Sundays.				Fares.		
		1 mail.	2	3	4	5	6	7	mail.	2	3	4	1st. class.	2nd class.	3rd class.
	<b>Norwich</b> ....	a.m. 2 48	a.m. 8 30	a.m. 10 15	p.m. 2 15	p.m. 5 0	p.m. 8 30	p.m. 11 10	a.m. 2 48	a.m. 9 45	p.m. 2 0	p.m. 8 30	s. d.	s. d.	s. d.
6	Brundall .....	.. 8 36	.. 10 15	.. 2 15	.. 5 9	.. 8 36	.. 11 10	..	.. 9 51	.. 2 6	.. 8 36	.. 1 0	0 9	0 6	0 8
8	Buckenham .....	.. 8 39	.. 10 24	.. 2 18	.. 5 14	.. 8 39	.. 11 13	..	.. 9 54	.. 2 9	.. 8 39	.. 1 6	1 0	0 8	0 8
10	Cantley .....	.. 8 44	.. 10 29	.. 2 23	.. 5 19	.. 8 44	.. 11 18	..	.. 9 59	.. 2 14	.. 8 44	.. 2 0	1 6	0 10	0 10
12	Reedham .....	.. 8 49	.. 10 34	.. 2 28	.. 5 24	.. 8 49	.. 11 23	..	.. 10 4	.. 2 19	.. 8 49	.. 2 6	1 8	1 0	1 0
15	Berney Arms .....	.. 8 59	.. 10 44	.. 2 38	.. 5 34	.. 8 59	.. 11 33	..	.. 10 14	.. 2 29	.. 8 59	.. 3 0	2 0	1 1	1 1
20	<b>Yarmouth</b> ....	3 28	9 26	11 0	2 55	5 55	9 20	11 50	3 28	10 35	2 50	9 20	3 6	2 6	1 8

Tickets between Yarmouth and Norwich, to go and return the same day, 1st class 5s., 2nd 4s., open carriage 2s.

Monthly tickets may be had on application to the Secretary.

Children under three years of age are conveyed free, above three and under ten years half price.

Mls.	Up Trains.	Week Days.							Sundays.				Fares.		
		1 mail.	2	3	4	5	6	7	mail.	2	3	4	1st. class.	2nd class.	3rd class.
	<b>Yarmouth</b> ....	a.m. 5 45	a.m. 10 30	p.m. 2 30	p.m. 5 15	p.m. 7 0	p.m. 10 17	p.m. 11 17	a.m. 8 30	p.m. 1 0	p.m. 7 0	p.m. 10 17	s. d.	s. d.	s. d.
4	Berney Arms .....	.. 5 45	.. 10 30	.. 2 30	.. 5 15	.. 7 0	.. 10 17	..	.. 8 34	.. 1 4	.. 7 4	.. 10 17	..	..	..
8	Reedham .....	.. 10 39	.. 2 39	.. 5 24	.. 7 9	.. 10 17	..	..	.. 8 39	.. 1 9	.. 7 9	.. 10 17	..	..	..
10	Cantley .....	.. 10 46	.. 2 46	.. 5 31	.. 7 16	.. 10 24	..	..	.. 8 46	.. 1 16	.. 7 16	.. 10 24	..	..	..
12	Buckenham .....	.. 10 51	.. 2 51	.. 5 36	.. 7 21	.. 10 29	..	..	.. 8 51	.. 1 21	.. 7 21	.. 10 29	..	..	..
14	Brundall .....	.. 10 55	.. 2 55	.. 5 41	.. 7 25	.. 10 33	..	..	.. 8 56	.. 1 26	.. 7 26	.. 10 33	..	..	..
20	<b>Norwich</b> ....	6 30	11 30	3 20	6 5	7 50	11 2	11 2	9 20	2 0	7 50	11 2	3 6	2 6	1 8

Horses and Carriages to and from Norwich and Yarmouth conveyed as follow:—One horse 7s.; two horses (one property and in same box) 10s.; three horses (one property and in same box) 14s.; Carriages, 4 wheels 10s.; 2 wheels 7s.; Dogs 1s. each.

Secretary, A. F. Morecom, Cardiff.

## TAFF VALE.—24 Miles.

Engineer, E. Highton.

Down Trains.		mixed		Fares.			Up Trains.		mixed		Fares.		
Trains leave		a.m.	p.m.	1st cl.	2nd cl.	3rd cl.	Trains leave		a.m.	p.m.	1st cl.	2nd cl.	3rd cl.
<b>Merthyr</b> .....	9 0	4 0	..	s. d.	s. d.	s. d.	<b>Cardiff Docks</b> .....	8 20	3 20	..	s. d.	s. d.	s. d.
Troedryhiw .....	9 9	4 9	..	0 6	0 4	0 3	<b>Cardiff</b> .....	8 30	3 30	..	..	..	..
Top of Incline .....	9 30	4 30	..	..	..	..	Landaff .....	8 40	3 40	..	0 8	0 4	0 3
Navigation House .....	9 40	4 40	..	1 6	1 0	0 8	Pentyrch .....	8 50	3 50	..	1 0	0 8	0 6
Newbridge .....	9 51	4 51	..	2 0	1 6	1 0	Taff's Well .....	8 58	3 58	..	1 3	1 0	0 8
Taff's Well .....	10 9	5 9	..	2 9	2 0	1 4	Newbridge .....	9 16	4 16	..	2 0	1 6	1 0
Pentyrch .....	10 18	5 18	..	3 0	2 4	1 6	Navigation House .....	9 30	4 30	..	2 8	2 0	1 4
Llandaff .....	10 28	5 28	..	3 6	2 8	1 9	Top of Incline .....	9 40	4 40	..	..	..	..
<b>Cardiff</b> .....	10 40	5 40	..	4 0	3 0	2 0	Troedryhiw .....	10 0	5 0	..	3 6	2 9	1 9
<b>Cardiff Docks</b> arrival	10 50	5 50	..	..	..	..	<b>Merthyr</b> arrival	10 10	5 10	..	4 0	3 0	2 0

ON SUNDAYS the trains will leave the stations at the same times as on other days, when to and fro tickets will be issued at all the stations at one-half the usual fares.

Passengers may be conveyed from the terminus at the Cardiff Docks to the Cardiff Station, to be there booked, for which purpose one of the company's carriages will leave the terminus at the advertised time.

Children under ten years of age, in the first and second class carriages, will be charged half price, No half price will be allowed in the third class carriages.

**LONDON AND CROYDON.—10½ Miles.**

Robert S. Young, London Bridge.

**From London Bridge** Station every hour, from 8 5 until 11 5 morning, and from 12 20 until 9 20 evening.**Sunday Trains**, at 8 5, 9, and 10 morning, from 1 20 until 9 20 evening.**TRAINS FROM CROYDON AT THE SAME HOURS.**—Special trains may be had upon application to the Secretary.**Fares from London Bridge.**—To or from Croydon, Jolly Sailor, and Anerley, first class, 1s. 3d.; second, 1s.; third, 9d. To or from Sydenham and the Dartmouth Arms, first class, 1s.; second 9d., third, 6d. To or from New Cross, 9d., 6d, and 4d.**Annual Tickets** to Dartmouth Arms and Sydenham, £18; Half-Yearly Tickets, £12. To Anerley, Jolly Sailor, and Croydon, £20; Half-Yearly Tickets, £14.

Supt., Geo. Stephenson.

**STOCKTON AND DARLINGTON.**

Sec., Samuel Barnard, Darlington.

Length of Line, Crook to Middlesbrough, **31½ Miles.**

Crook to Bishop Auckland, 8 and 10 a.m., and 3 p.m.; Bishop Auckland to Crook, 8½ a.m., 1 and 5 20 p.m.

Bishop Auckland to Darlington, 8 40 and 10 50 a.m.; 3 40 mail, and 6 p.m. Darlington to Bishop Auckland, 8 a.m. mail, 12½, 4 50, and 7 35 p.m.; Darlington to Stockton, 8 a.m. mail, 9½, and 11 50 a.m.; 2, 4 35, and 7½ p.m. Stockton to Darlington, 6½, 9, and 11½ a.m.; 1 50, 4 5, and 7 p.m. mails.

Stockton to Middlesbrough, 7, 8 45 mail, and 10 a.m.; 12 20, 2½, 3 20, 5 5, 5 50 mail, 7, and 8 p.m.

Middlesbrough to Stockton, 6 10, 8 20, 9 40, and 11 10 a.m.; 1½, 3, 3½ mail, 5 35, 6 40 mail, and 7½ p.m.

Stockton to Seaton and Hartlepool, 8 and 10 20 a.m.; 1, 4, and 6 p.m. Hartlepool and Seaton to Stockton, 8 5 and 10 30 a.m.; 12 50, 2 55, and 6 p.m.

St. Helens to Darlington, at 8 10 a.m. and 3 p.m.

Shildon to St. Helens, at 8 40 a.m. and 5 10 p.m.

A train leaves Bishop Auckland on fortnight Monday, at 7 a.m. for Darlington.

**Sunday Trains.**—Darlington to Stockton, 8 a.m. mail; Stockton to Darlington, 4 5 p.m. mail; Stockton to Middlesbrough, 8½ a.m. mail; Middlesbrough to Stockton, 3½ p.m. mail; Stockton to Seaton and Hartlepool, 9½ a.m., and 1½ p.m.; Hartlepool and Seaton to Stockton, 1 and 5½ p.m.; Darlington to Bishop Auckland, 8 a.m.; Bishop Auckland to Darlington, 2 50 p.m.

A Train leaves Darlington for Shildon and Bishop Auckland on Mondays, at 2½ p.m.

Sec., J. F. Kennell.

**LONDON AND BLACKWALL.**

Supt., A. Wightman.

**Trains every day** to and from London and Blackwall, and the intermediate stations of Cannon-street Road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour, from 8½ a.m. until 8½ p.m.**Fares.**—First class, 6d., second class, 4d.**On Sundays** the trains cease running from 10½ till 1, being the hours of church service.**GRAVESEND AND ROCHESTER.**

Secretary, F. Collier.

**From GRAVESEND.**—At 8½, 9½, 10½, 11, and 11½ a.m.; 12 noon; 12½, 1, 1½, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, and 7 p.m.**From ROCHESTER.**—At 7½, 8, 9, 10, 11, and 11½ a.m.; 12 noon; 12½, 1, 1½, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, and 6½ p.m.

Extra trains on Mondays.—From Gravesend at 7½ a.m.; from Rochester at 7 a.m.

**MAIDSTONE.**—The WOODER Omnibuses leave the Haugh of Venison and New Inn Coach Offices direct for the Rochester Station, at 6, 7½, 9½, and 10½ a.m.; 12 noon; 1, 2, 3½, and 5 p.m.; and from Rochester Station for Maidstone, at 9 and 11 a.m.; 12 noon; 1½, 4, 5, 6, and 7 p.m.—Fare, 1s.

The Steamer leaves the Sun Pier, Chatham, fifteen minutes before the departure of each train, to convey passengers to Rochester, and returns immediately on the arrival of the trains from Gravesend.

**FARES.**—First class, 9d.; second, 6d.

Miles.	Down Trains.	1, 2, 3, Fast. Exps.				Fast. Fast Exps.				1, 2, 3				<b>SUNDAYS.</b>			
		cheap.	class.	MAIL	class.	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1, 2, 3, & Cheap.	1, 2, 3	1, 2, 3	1, 2, 3
	<b>TRAINS LEAVE</b>	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.
3	*London Bridge .....	7 30	9 30	10 30	12 0	2 0	3 0	5 0	6 30	..	..	..	..	7 30	10 45	6 30	..
10	*New Cross .....	7 35	..	..	12 5	..	3 5	..	6 35	..	..	..	..	7 35	10 50	6 35	..
14	*Croydon .....	7 50	9 55	..	12 25	..	3 25	..	6 55	..	..	..	..	7 55	11 10	6 55	..
24	*Godstone Road .....	8 0	..	..	..	..	3 35	..	7 5	..	..	..	..	8 5	11 20	7 5	..
24	*Stout's Nest .....	8 5	..	..	..	..	3 40	..	7 10	..	..	..	..	8 10	11 25	7 10	..
24	*Reigate .....	8 20	10 20	11 15	1 0	2 45	4 0	5 45	7 30	..	..	..	..	8 30	11 43	7 30	..
24	*Horley .....	8 30	..	..	1 10	..	4 10	..	7 40	..	..	..	..	8 40	11 53	7 40	..
24	*Three Bridges .....	8 40	10 40	..	1 17	3 0	4 20	..	7 50	..	..	..	..	8 50	12 0	7 50	..
33	*Balcombe .....	8 55	..	..	..	3 15	4 35	..	8 5	..	..	..	..	9 5	12 15	8 5	..
37	*Hayward's Heath .....	9 5	10 55	11 40	1 34	3 25	4 45	..	8 15	..	..	..	..	9 15	12 25	8 15	..
41	*Burgess Hill .....	9 15	..	..	1 42	..	4 55	..	8 25	..	..	..	..	9 25	12 30	8 25	..
43	*Hassock's Gate .....	9 25	11 10	..	1 50	3 40	5 5	..	8 35	..	..	..	..	9 35	12 40	8 35	..
47	*Brighton .....	9 50	11 30	12 5	2 10	4 0	5 30	6 30	9 0	..	..	..	..	10 0	1 0	9 0	..
61	*Worthing .....	10 35	12 45	12 45	3 15	5 15	7 20	7 20	..	..	..	..	..	10 40	1 40	..	..

Miles.	Up Trains.	1, 2, 3, Fast. Exps.				Fast. Fast Exps.				1, 2, 3				<b>SUNDAYS.</b>			
		class.	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1 & 2	1, 2, 3, & Cheap.	1, 2, 3	1, 2, 3	1, 2, 3
	<b>TRAINS LEAVE</b>	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
11	*Worthing .....	7 50	..	..	10 40	12 55	12 55	2 30	5 40	..	..	..	..	7 45	1 50	5 40	..
7	*Brighton .....	7 0	8 45	10 0	11 30	1 45	2 0	3 30	6 30	..	..	..	..	7 45	2 30	6 30	..
7	*Hassock's Gate .....	7 20	..	10 15	..	..	2 20	3 45	6 50	..	..	..	..	8 5	2 50	6 50	..
24	*Burgess Hill .....	7 25	..	10 20	..	..	2 25	..	6 55	..	..	..	..	8 10	2 55	6 55	..
24	*Hayward's Heath .....	7 35	..	10 30	11 55	..	2 35	3 55	7 5	..	..	..	..	8 20	3 5	7 5	..
24	*Balcombe .....	7 45	..	10 43	..	..	2 45	..	7 15	..	..	..	..	8 30	3 15	7 15	..
24	*Three Bridges .....	7 58	..	10 55	12 15	2 25	2 58	4 15	7 28	..	..	..	..	8 43	3 28	7 28	..
24	*Horley .....	8 8	..	..	12 22	..	3 8	..	7 38	..	..	..	..	8 53	3 38	7 38	..
24	*Reigate .....	8 20	9 30	11 15	12 35	2 45	3 20	4 35	7 50	..	..	..	..	9 5	3 50	7 50	..
36	*Stout's Nest .....	8 32	..	..	12 50	..	3 32	..	8 2	..	..	..	..	9 17	4 0	8 0	..
37	*Godstone Road .....	8 38	..	..	..	..	3 38	..	8 8	..	..	..	..	9 23	4 3	8 3	..
40	*Croydon .....	8 50	..	11 35	1 0	3 15	3 50	5 0	8 20	..	..	..	..	9 35	4 15	8 15	..
47	*New Cross .....	9 10	..	..	..	..	4 15	..	8 45	..	..	..	..	10 0	4 35	8 35	..
50	*London Bridge .....	9 25	10 15	12 5	1 30	3 45	4 25	5 30	8 55	..	..	..	..	10 10	4 50	8 50	..

**Fares between London and Brighton.**—Passengers by 1st class, express, 12s. 6d., second class, express, 10s.; by 1st class 2 and 2½ hour trains, 10s., 2nd class, inclosed, 7s. 6d., third class, 5s.; parliamentary trains 4s. 3d. Carriages, 4-wheel, 22s.; 2-wheel, 18s. One horse, 20s.; two, 30s.; three, 38s.

### CHICHESTER BRANCH.

From Brighton to Worthing. — 7 a.m., 10 a.m. and Cheap; 12 16, 1 40, 2½, 4½, and 6½ p.m.

From Worthing to Brighton. — 7 50, and 10 40, a.m.; 12 55, 2½, 4½ 5 40, and Cheap and 7½ p.m.

On Sundays. — From Brighton, 10 5 a.m. and Cheap; 1 5, 4, and 6½ p.m. — From Worthing, 10 35 a.m.; 1 50, 5 40 and Cheap, and 7½ p.m.

**Fares** — First class 2s.; second class 1s. 6d.; third class 1s. **Cheap Trains**, 1d. per mile.

Children under the age of twelve charged half-fare, except by excursion trains.

**Sydenham.**—The 3 p.m. down train will call at Sydenham at 3¼ p.m. for the conveyance of passengers on the Brighton line, and the 2 p.m. up train will call at Sydenham at 2¾ p.m. to set down passengers from the Brighton line.

No passenger will be conveyed from London to New Cross, or from New Cross to London only. The Cheap trains convey passengers at the rate of 1d. per mile.

**Return Tickets** between London and Brighton the same day, first class, by express, 18s.; second class, by express, 15s.; first class by 2 and 2½ hour trains, 15s.; second class, inclosed, 11s. 6d.; third class, open, 7s. 6d. Intermediate fares from any station on the line in proportion.

Periodical Tickets between London and Brighton as follows:—for one month £12; two months £20; three months £25; six months £50; twelve months £50.



Miles.	DOWN TRAINS.										Sunday Trains.										Mail	
	1 & 2	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1 & 2	1 & 2
	chp.	class.	mail.	class.	class.	class.	class.	class.	class.	class.	chp.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	9 0	11 30	12 40	1 15	2 15	3 15	4 40	5 45	6 30	7 30	10 0	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30
<b>London Bridge</b> .....	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15
<b>Bricklayer's Arms.</b>	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15
105 Croydon .....	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5
194 Merstham .....	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5
21 Reigate .....	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11
26 Godstone .....	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27
311 Edenbridge .....	8 41	10 26	..	2 3	2 41	3 38	..	5 57	7 11	10 0	8 56	11 26	3 56	7 41	10 0	..	..	..	..	..	..	..
364 Penshurst .....	8 55	10 40	..	2 16	2 55	3 51	..	6 10	7 25	10 13	9 10	11 40	4 10	7 55	10 13	..	..	..	..	..	..	..
414 Tunbridge .....	9 8	10 53	1 3	2 28	3 8	4 3	4 33	6 22	7 38	10 24	9 23	11 53	4 23	8 10	10 24	..	..	..	..	..	..	..
Tunbridge Wells .. arrival	9 30	11 15	1 25	2 50	3 50	4 25	4 50	6 50	8 0	..	9 45	12 15	4 45	8 30	..	..	..	..	..	..	..	..
46 Paddock Wood .....	9 25	11 10	1 18	2 43	3 25	4 20	4 46	6 25	7 55	10 36	9 40	12 10	4 40	8 25	10 36	..	..	..	..	..	..	..
49 Yalding .....	9 39	11 24	..	2 57	..	4 32	..	6 51	8 9	..	9 54	11 24	4 54	8 39	..	..	..	..	..	..	..	..
51 Watlington .....	9 48	11 31	1 36	3 1	..	4 36	5 6	6 58	8 16	..	10 21	12 31	5 1	8 46	..	..	..	..	..	..	..	..
54 East Farleigh .....	9 58	11 43	..	3 16	..	4 45	..	7 11	8 28	..	10 13	12 43	5 13	8 58	..	..	..	..	..	..	..	..
56 Maidstone .. arrival	10 10	11 55	2 0	3 20	..	4 55	5 30	7 23	8 40	..	10 25	12 55	5 25	9 10	..	..	..	..	..	..	..	..
504 Marden, depart from .....	9 39	11 24	..	3 39	..	..	..	6 52	8 9	..	9 54	12 24	4 54	8 39	..	..	..	..	..	..	..	..
53 Staplehurst .....	9 47	11 32	1 34	..	..	..	..	6 59	8 17	10 56	10 2	12 32	5 2	8 47	10 56	..	..	..	..	..	..	..
56 Headcorn .....	9 57	11 42	..	3 57	..	..	..	7 10	8 27	..	10 12	12 42	5 12	8 57	..	..	..	..	..	..	..	..
614 Pluckley .....	10 10	11 55	..	4 10	..	..	..	7 23	8 40	..	10 25	12 55	5 25	9 10	..	..	..	..	..	..	..	..
67 Ashford .....	10 24	12 9	2 4	..	4 24	..	5 25	7 37	8 54	11 27	10 39	1 9	5 39	9 24	11 27	..	..	..	..	..	..	..
76 Chilham .....	10 49	12 34	..	4 49	..	..	..	8 2	9 19	..	11 4	1 34	6 4	9 49	..	..	..	..	..	..	..	..
82 Canterbury .....	11 16	12 55	2 45	5 10	..	..	6 5	8 22	9 40	..	11 25	1 55	6 25	10 10	..	..	..	..	..	..	..	..
75 Westenhanger .....	10 45	12 30	2 24	4 45	..	..	..	7 57	9 15	..	11 0	1 30	6 0	9 45	..	..	..	..	..	..	..	..
82 Folkestone .....	11 31	12 48	2 40	5 3	..	..	5 52	8 14	9 33	12 0	11 18	1 48	6 18	10 3	12 0	..	..	..	..	..	..	..
88 Dover .....	11 30	1 15	3 0	5 30	..	..	6 15	8 40	10 0	12 15	11 45	2 15	6 45	10 30	12 15	..	..	..	..	..	..	..

OMNIBUSES will run to every Train at the London Bridge and Bricklayer's Arms Stations—Fare, 6d., including 56 lbs. weight of Luggage.

PASSENGERS travelling in their own Private Carriages will be charged First Class Fares. Servants travelling with Private Carriages will be charged Second Class Fares.

Fares.					Fares.				
FROM	exp.	1st cl.	2d cl.	3d cl.	FROM	exp.	1st cl.	2d cl.	3d cl.
London Brdg. or	s. d.	s. d.	s. d.	s. d.	Brkg. or B. Arms	s. d.	s. d.	s. d.	s. d.
Brklayer's Arms	Not Published.	Not Published.	Not Published.	Not Published.	Watlington ..	Not Published.	Not Published.	Not Published.	Not Published.
Croydon .....					East Farleigh ..				
Merstham .....					Maidstone .....				
Reigate .....					Marden .....				
Godstone .....					Staplehurst .....				
Edenbridge .....					Headcorn .....				
Penshurst .....					Pluckley .....				
Tunbridge .....					Ashford .....				
Tunbridge Wells					Westenhanger ..				
Paddock Wood ..					Folkestone .....				
Yalding .....					DOVER .....				

**DAY TICKETS** between all the Stations, to go and return the same day, for one fare and a half. Day Tickets issued on Saturdays, are returnable on Saturday, Sunday, or Monday, & Sunday Tickets on Sunday or Monday. A Courier's Carriage from the Bricklayers' Arms, at 11 p.m., will be attached to the Goods train, at the special request of travellers desiring to reach Folkestone or Dover early in the morning. Fare 18s.

The Journey from London to Paris is usually performed (by Railway, Steamer, and Diligence,) in twenty-four hours.

The Trains will stop at those stations only against which the time of departure is inserted. On Christmas Day and Good Friday, Sunday Trains only will run.

## SOUTH EASTERN, or LONDON &amp; DOVER.

Miles.	Up Trains.	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	1 & 2	1 cls.	1,2,3	1 & 2	1,2,3	1 & 2	Sunday Trains.				
		Mail. a.m.	class. a.m.	class. a.m.	class. a.m.	class. a.m.	Mail. a.m.	exprs. p.m.	class. p.m.	class. p.m.	class. p.m.	1,2ml a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 & 2 p.m. & chp		
0	<b>Dover</b>	1 30	..	6 45	..	..	9 30	11 30	12 45	2 30	4 15	5 30	1 30	7 15	9 45	2 45	6 0
54	Folkestone	1 45	..	6 58	..	..	9 45	11 40	12 58	2 42	4 28	5 43	1 45	7 28	9 58	2 58	6 13
124	Westenhanger	..	..	7 18	..	..	10 3	..	1 17	..	4 47	6 2	..	7 48	10 18	3 18	6 33
352	Canterbury	..	..	6 55	..	..	9 35	11 30	12 50	2 35	4 20	5 35	..	7 25	9 55	2 55	6 10
292	Chilham	..	..	7 10	..	..	9 50	..	1 6	..	4 36	5 50	..	7 40	10 10	3 10	6 25
21	Ashford	2 22	..	7 40	..	..	10 20	12 10	1 37	3 16	5 7	6 21	2 22	8 10	10 40	3 40	6 55
264	Pluckley	..	..	7 56	..	..	..	..	1 54	..	5 24	6 37	..	8 26	10 56	3 56	7 11
32	<b>Headcorn</b>	..	..	8 10	..	..	..	..	2 7	..	5 37	6 50	..	8 40	11 10	4 10	7 25
35	Staplehurst	2 54	..	8 19	..	..	10 50	12 35	2 15	3 47	5 45	6 58	2 54	8 49	11 19	4 19	7 34
374	Marden	..	..	8 28	..	..	..	..	2 24	..	5 54	7 7	..	8 58	11 28	4 28	7 43
32	Maidstone	..	7 0	..	9 0	..	10 30	12 20	2 0	3 30	5 30	6 45	..	8 35	11 5	4 5	7 21
34	East Farleigh	..	7 4	..	..	..	..	..	2 5	..	5 35	6 50	..	8 40	11 10	4 10	7 26
37	Wateringbury	..	7 12	..	9 10	..	10 42	12 32	2 13	3 42	5 43	6 58	..	8 48	11 18	4 18	7 34
39	Yalding arrival	..	7 18	..	..	..	..	..	2 18	..	5 48	7 3	..	8 53	11 23	4 23	7 40
42	Paddock Wood, dep	..	7 28	8 41	9 22	..	11 8	12 50	2 36	4 56	6 7	7 19	..	9 11	11 41	4 41	7 56
42	Tunbridge Wells	..	7 30	8 40	9 20	10 30	11 10	12 45	2 35	4 56	5 7	7 20	..	9 5	11 35	4 35	7 50
47	<b>Tunbridge</b>	3 24	7 43	8 56	9 35	10 45	11 27	1 0	2 51	4 18	6 21	7 33	3 24	8 26	11 56	4 56	8 11
512	Penshurst	..	7 58	9 12	..	..	..	..	3 8	..	6 38	7 48	..	9 42	12 12	5 12	8 27
563	Edenbridge	..	8 12	..	10 0	..	..	..	3 22	..	6 52	8 1	..	9 55	12 25	5 25	8 40
612	Godstone	..	8 26	9 38	..	..	..	..	3 36	..	7 6	8 14	..	10 8	12 38	5 38	8 53
67	Reigate	4 9	8 39	9 53	10 23	..	12 7	1 40	3 53	5 37	7 23	8 27	4 9	10 23	12 53	5 53	9 8
684	Merstham	..	8 44	..	10 29	..	..	..	4 0	..	7 30	8 34	..	10 30	1 0	6 0	9 15
774	Croydon	4 30	9 5	10 22	10 48	..	12 27	2 0	4 20	5 27	7 50	8 55	4 30	10 52	1 22	6 22	9 37
	Bricklayers' Arms	..	..	..	..	..	..	2 30	5 0	..	8 30	..	..	11 30	..	..	10 15
88	<b>London Bridge</b>	5 0	9 45	11 0	11 20	..	1 0	..	..	6 0	..	9 30	5 0	..	2 0	7 0	..

FARES.				FARES.				FARES.			
exp.	1 cls.	2 cls.	3 cls.	exp.	1 cls.	2 cls.	3 cls.	exp.	1 cls.	2 cls.	3 cls.
FROM DOVER TO	s.	d.	s.	d.	s.	d.	s.	s.	d.	s.	d.
Folkestone	..	..	..	..	..	..	..	FROM DOVER TO	..	..	..
Westenhanger	..	..	..	..	..	..	..	Maidstone	..	..	..
Ashford	..	..	..	..	..	..	..	East Farleigh	..	..	..
Pluckley	..	..	..	..	..	..	..	Wateringbury	..	..	..
Headcorn	..	..	..	..	..	..	..	Yalding	..	..	..
Staplehurst	..	..	..	..	..	..	..	Paddock Wood	..	..	..
Marden	..	..	..	..	..	..	..	Tunbridge Wells	..	..	..
								Tunbridge	..	..	..
								Penshurst	..	..	..

Manager, J. Y. Akerman.

SOUTH EASTERN.—Greenwich Branch.—Length of Line, 53 Miles.

The trains run each way every  $\frac{1}{4}$  of an hour from 8 a.m. to 10 p.m.; on Sundays from 8 till  $\frac{1}{4}$  to 11, and from a  $\frac{1}{4}$  past 1 till 10.

FARES.—1st class 6d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s., 2nd class 9d.

ANNUAL TICKETS may be had on the following terms, by any except by the special trains.—First class £1 10s., Second class £7 7s.

SPECIAL TRAINS—From London at 11 20 & 11 40 p.m.; from Greenwich at 11 & 11  $\frac{1}{4}$  p.m. on Mondays, Thursdays & Saturdays. Fare 2s.An extra train leaves London at  $\frac{1}{4}$  past 10 p.m., calling at all the stations.

Distance from Euston Station	ON SUNDAYS.																			
	Down Trains	8 $\frac{1}{2}$	6 $\frac{1}{2}$	7	7 $\frac{1}{2}$	8 $\frac{1}{2}$	9	10	10 $\frac{1}{2}$	11	12	12 $\frac{1}{2}$	4	5	5 $\frac{1}{2}$	6	8 $\frac{1}{2}$	9	7	7 $\frac{1}{2}$
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	STATIONS.	Mix from Rug- by	Mix 1,2,3, 4,6,7, 8,9,10	3rd class	Mix 4,5,7, 10	Mix 1, 2, 3, 4, 5	Mix 6, 7, 8, 10	Mix 1st class 4	Mix 6,7,8, 9,10	Mix 1, 5	Mix 6, 7, 8	Mix 1,4,5, 6	Mix 1st class Express 1,4	Mix	Mix	Mix	Mix Mail 1,2,3, 4	Mix Mail 6,7,8, 9,10	3rd class	Mix 1,2,6, 7,8, 10,12
TRAINS LEAVE																				
Mis	EUSTON SQUARE	0..	*6 15	7 0	*7 30	8 30	9 0	10 0	10 30	11 0	12 0	12 30	*4 10	4 0	*5 0	*5 30	*6 0	8 30	9 0	7 0
6	Willenden	..	..	7 17	..	..	..	..	..	..	..	..	..	..	5 16	..	6 16	..	..	7 17
8	Sudbury	..	..	7 20	..	..	..	..	..	..	..	..	..	..	5 21	..	6 21	..	..	7 20
11 $\frac{1}{2}$	Harrow	..	..	7 36	7 52	..	..	..	..	..	12 22	12 52	..	..	5 28	..	6 28	..	..	7 26
13 $\frac{1}{2}$	Pinner	..	..	7 38	..	..	..	..	..	..	..	..	..	..	5 32	..	6 34	..	..	7 35
16	Bushby	..	..	7 43	..	..	..	..	..	..	..	..	..	..	5 38	..	6 40	..	..	7 38
17 $\frac{1}{2}$	WATFORD	..	6 52	7 55	8 9	..	9 30	..	11 5	11 37	..	1 9	4 40	..	5 47	6 7	6 51	..	9 30	7 43
21	Kings Langley	..	..	8 6	8 15	..	..	..	..	..	..	1 29	..	..	5 56	..	7 0	..	..	8 6
24 $\frac{1}{2}$	Boxmoor	..	..	8 18	8 29	..	..	..	..	..	12 53	1 29	..	..	6 7	..	7 12	..	..	8 18
28	Berkhamstead	..	..	8 27	8 39	..	..	..	..	..	..	1 39	..	..	6 17	..	7 22	..	..	8 27
31 $\frac{1}{2}$	TRING	..	7 28	8 42	8 48	9 35	..	10 53	11 35	12 17	..	1 48	5 15	4 48	6 30	6 37	7 33	9 36	..	8 42
36 $\frac{1}{2}$	Cheddington	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43 $\frac{1}{2}$	Aylesbury	..	..	..	9 30	..	..	..	..	..	..	..	..	..	..	..	8 10	..	..	..
41	LEIGHTON	..	7 48	9 23	9 8	..	10 18	..	..	12 36	1 31	2 8	5 33	..	6 57	7 50	..	10 18	9 23	9 8
46 $\frac{1}{2}$	Bletchley & Fwy. Stn	..	..	9 43	9 25	..	..	..	..	..	..	2 23	5 40	..	..	..	8 3	..	..	9 43
52 $\frac{1}{2}$	WOLVERTON	..	8 12	9 37	9 37	10 15	10 40	11 27	12 17	1 2	1 57	2 37	6 0	5 20	..	7 25	8 20	10 22	10 40	9 51
60	Road	..	..	10 28	10 51	..	..	..	12 45	1 35	..	3 6	..	..	..	..	..	10 28	10 51	..
62 $\frac{1}{2}$	BLISWORTH	..	8 45	12 0	10 12	..	..	..	..	..	..	..	6 25	..	..	7 55	..	11 56	10 12	..
69 $\frac{1}{2}$	Weedon	leave	9 2	12 15	10 31	11 6	..	12 1	1 2	1 55	2 45	3 31	..	..	..	8 12	..	11 5	12 15	10 31
73 $\frac{1}{2}$	Crick and Welton	at	..	12 35	10 49	..	..	..	..	..	..	3 49	..	..	..	..	..	..	..	12 35
83	RUGBY (M.C.J.)	8 30	9 35	12 54	11 10	..	11 45	..	1 30	2 25	3 15	4 10	..	..	..	8 45	..	11 35	11 45	12 35
89	Brandon	8 42	..	1 14	11 25	..	..	..	..	..	..	4 25	..	..	..	..	..	..	..	12 51
94	COVENTRY	8 55	10 2	1 28	11 39	11 57	..	12 44	..	2 52	..	4 40	..	6 25	..	9 17	..	12 2	..	1 28
103	HAMPTON (D.J.)	9 23	10 25	2 12	5 12	17	..	..	..	3 15	..	5 5	..	..	..	..	..	..	..	2 12
112 $\frac{1}{2}$	BIRMINGHAM	10 0	10 30	2 40	12 40	12 45	..	1 25	..	3 40	..	5 40	..	7 0	..	10 0	..	12 50	..	2 40
121 $\frac{1}{2}$	Walsall	..	11 37	4 4	..	..	..	..	..	4 38	..	..	..	..	..	..	..	1 35	..	..
127	Wolverhampton	..	11 52	4 24	..	..	..	2 13	..	4 50	..	..	..	7 31	..	..	..	1 45	..	..
141 $\frac{1}{2}$	Stafford	..	12 20	5 17	..	..	2 11	..	5 24	..	..	..	..	8 3	..	..	..	2 13	..	..
153 $\frac{1}{2}$	Whitmore	..	12 55	6 32	..	..	..	3 14	..	6 0	..	..	..	..	..	..	..	2 45	..	..
163 $\frac{1}{2}$	CREWE	..	1 19	7 39	..	..	..	3 35	..	6 24	..	..	..	8 47	..	..	..	3 10	..	..
174 $\frac{1}{2}$	Hartford	..	1 44	8 24	..	..	..	3 56	..	6 51	..	..	..	..	..	..	..	3 44	..	..
190 $\frac{1}{2}$	Warrington	..	2 16	9 16	..	..	..	4 19	..	7 18	..	..	..	..	..	..	..	4 12	..	..
210 $\frac{1}{2}$	LIVERPOOL	..	3 15	10 30	..	..	..	5 10	..	8 15	..	..	..	..	..	..	..	5 10	..	..
187 $\frac{1}{2}$	CHESTER	..	3 42	9 30	..	..	..	4 38	..	8 21	..	..	..	9 35	..	..	..	4 6	..	..
238 $\frac{1}{2}$	LANCASTER	..	4 45	..	..	..	..	6 28	..	..	..	..	..	..	..	..	..	6 19	..	..

**Additional Trains.**—To Aylesbury at 11 10 a.m., and 3 p.m., Mixed. To Blisworth at 10 $\frac{1}{2}$  a.m.

\* Day Tickets, &c.—see next page but one. † For Private Carriages to Birmingham and Liverpool.

No Private Carriages or Horses are conveyed by the express or night mail trains, up or down, nor by the down day mail train.

- |  |  |
|--|--|
| 1. Trains in conjunction with the Manchester and Birmingham.         | 6. Trains in conjunction with the Midland Counties.                  |
| 2. Trains in conjunction with the North Union, & Lancaster & Preston | 7. Trains in conjunction with the North Midland.                     |
| 3. Fleetwood and Belfast.  | 8. York & N. Midland, Great N. of England, & Newcastle & Darlington. |
| 4. Trains in conjunction with the Birmingham and Gloucester.         | 9. Newcastle and Carlisle.   |
| 5. Trains in conjunction with the Birmingham & Derby Junction.       | 10. Hull and Selby.  |



## **London and Birmingham.**

---

Since going to Press, the following Alterations have been made:—The Express train usually leaving London at 4 p.m., is a short train to Blisworth, the Express now leaving at 5 p.m. The 4 10 p.m. train to Blisworth is discontinued. Two or three other minor alterations have also been made.

Miles	Up Trains.	1 1/2	6 1/2	7 23	7	10 1/2	2 1/2	10	12 1/2	6	9 1/2	12	4	5	9 20	1	4	8 1/2	5 1/2	ON SUNDAYS.																																																																																																																																																																																																																																																																																																	
		a. m. 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.	a. m. Mixt mail, 6, 7, 8, 9, 10.

Additional Trains.—To London: from Aylesbury at 2 4 p.m.; from Blisworth at 6 27 p.m. mixed.

### WARWICK AND LEAMINGTON BRANCH.

Leamington to Birmingham.	SUNDAY												Birmingham to Leamington.	SUNDAY												FARES.											
	1, 2, 3			1 & 2			1 & 2			1 & 2				1 & 2			1 & 2			1 & 2			1, 2, 3			1, 2, 3			1st cl			2nd cl			3rd cl		
	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.		class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.	class.			
TRAINS LEAVING	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
LEAMINGTON at ...	8 20	10 10	12 10	2 20	4 10	5 50	8 35	8 35	8 0				LONDON	*	6 15	10 0	11 0	12 30	4 0	5 30			10 0														
Kenilworth arrival ...	8 30	10 12	12 20	2 30	4 20	6 2	8 45	8 45	8 10				BIRMINGHAM at ...	8 30	10 12	0 12	0	4 0	5 45	8 15	9 0																
COVENTRY ...	8 45	10 35	12 35	2 45	4 35	6 15	9 0	9 0	8 25				Stetchford, arrive at ...							8 20																	
Docker's Lane ...	9 3												Marston Green ...							8 23																	
HAMPTON ...	9 23			3 15	5 5				8 48				HAMPTON ...		10 21	12 21		4 21		8 36	9 22		2 0	1 0	0 10												
Marston Green ...	9 28												Docker's Lane ...							8 40																	
Stetchford ...	9 33												COVENTRY ...	9 11	10 44	12 49	3 0	4 44	6 28	9 5	9 45	12 55	3 6	2 6	1 7												
BIRMINGHAM about ...	10 0	12 45	1 25	3 40	5 40		10 0		9 15				Kenilworth ...	9 30	11 5	1 10	3 15	5 5	6 50	9 35	10 5	1 10	4 0	2 6	2 6	0											
LONDON ...	1 0	2 45	5 15		8 45	10 55		1 0					LEAMINGTON about ...	9 40	11 15	1 20	3 25	5 15	7 0	9 45	10 15	1 20	4 6	3 0	2 4												

# 17 NORTHAMPTON AND PETERBOROUGH BRANCH.

Miles from Blisworth.	TO PETERBOROUGH.	DOWN TRAINS.					Sundays.		FARES.		
		1, 2, 3, class.	1 & 2 class.	Mixed	Mixed	Mixed Mail.	1, & 2, class.	Mixed Mail.	From London.		
		a.m.*	a.m.*	a.m.*	p.m.*	p.m.*	p.m.*	a.m.*	1st cl.	2nd cl.	3rd cl.
	TRAINS LEAVING London at Birmingham	a.m.*	a.m.*	a.m.*	p.m.*	p.m.*	p.m.*	a.m.*	s. d.	s. d.	s. d.
43	Northampton	7 45	10 35	1 10	6 35	11 25	10 35	11 25	13 6	10 0	5 3
52	Billing Road	7 47	10 47	..	6 42	..	10 47	..	..	..	..
112	Castle Ashby (White Mill)	7 55	10 55	..	6 50	..	10 55	..	..	..	..
152	Wellingborough	8 15	11 15	1 45	7 10	11 55	11 15	11 55	13 6	10 0	5 3
172	Ditchford	8 18	11 18	..	7 13	..	11 18	..	..	..	..
20	Higham Ferrars	8 29	11 29	1 56	7 24	12 6	11 29	12 6	14 0	10 6	5 3
222	Ringstead	8 31	11 31	..	7 26	..	11 31	..	..	..	..
26	Thrapston	8 50	11 47	2 8	7 42	12 22	11 50	12 22	15 0	11 0	5 6
212	Thorpe	8 52	11 52	..	7 44	..	11 52	..	..	..	..
312	Barnwell	8 56	11 56	..	7 48	..	11 56	..	..	..	..
342	Oundle	9 13	12 13	2 27	8 5	12 40	12 13	12 40	16 0	12 0	6 0
402	Wansford (Sibson)	9 30	12 33	2 42	8 25	12 57	12 33	12 57	17 0	12 6	6 2
412	Stamford (by Coach)	10 30	1 33	3 42	9 25	1 57	1 33	1 57	19 0	14 0	7 2
442	Overton	9 37	12 40	..	8 32	..	12 40	..	..	..	..
472	Peterborough	9 50	12 50	3 0	8 45	1 15	12 50	1 15	17 0	12 6	6 3

Miles	FROM PETERBOROUGH.	UP TRAINS.					Sundays.		FARES.		
		Mixed Mail.	Mixed	Mixed	Mixed	Mixed	Mixed Mail.	Mixed	From Peterborough.		
		a.m.*	a.m.*	a.m.*	p.m.*	p.m.*	a.m.*	p.m.*	1st cl.	2nd cl.	3rd cl.
	TRAINS LEAVING Peterborough	a.m.*	a.m.*	a.m.*	p.m.*	p.m.*	a.m.*	p.m.*	s. d.	s. d.	s. d.
22	Overton ... arrival	12 45	6 45	11 0	4 0	6 40	12 45	1 30	1 0	0 6	0 3
62	Stamford (by Coach)	..	6 48	..	4 3	6 43	..	1 33	1 0	0 6	0 7
132	Wansford (Sibson)	12 0	6 0	10 15	3 15	5 55	12 0	1 45	2 0	1 6	1 1
152	Oundle	1 24	7 20	11 30	4 35	7 15	1 24	2 0	2 6	2 0	1 4
182	Barnwell	..	7 23	..	4 38	7 19	..	2 3	3 0	2 6	1 7
212	Thorpe	..	7 26	..	4 41	7 23	..	2 6	3 0	2 6	1 7
242	Thrapston	1 40	7 42	11 50	4 57	7 40	1 40	2 20	3 6	3 0	1 10
272	Ringstead	..	7 45	..	5 0	7 45	..	2 23	4 0	3 0	2 1
292	Higham Ferrars	1 55	8 3	12 0	5 19	8 3	1 55	2 38	4 6	3 6	2 4
312	Ditchford	..	8 5	..	5 21	8 5	..	2 40	5 0	4 0	2 6
342	Wellingborough	2 5	8 15	12 15	5 35	8 15	2 5	2 50	5 6	4 0	2 8
352	Castle Ashby (White Mill)	..	8 19	..	5 39	8 19	..	2 54	6 0	4 6	3 0
382	Billing Road	..	8 21	..	5 41	8 21	..	2 56	6 6	5 0	3 3
422	Northampton	2 33	8 45	12 45	6 5	8 45	2 33	3 20	7 0	5 6	3 7

Miles	TO BIRMINGHAM	Sundays.		FARES.		
		1st cl.	2nd cl.	3rd cl.	1st cl.	2nd cl.
972	Birmingham	16 0	12 0	5 11	16 0	12 0
1102	London	17 0	12 6	5 13	17 0	12 6

Miles.	LONDON TO	1st Class.	2nd Class.	Miles.	BIRMINGHAM TO	1st Class.	2nd Class.
674	NORTHAMPTON	s. d.	s. d.	972	PETERBOROUGH	s. d.	s. d.
794	Wellingborough	13 6	10 0	914	Stamford (with Road Fares)	21 6	16 0
83	Higham Ferrars	18 0	13 6	914	Wansford (Sibson)	23 6	17 6
89	Thrapston	18 6	14 0	842	Oundle	19 6	14 6
974	Oundle	20 0	14 6	76	Thrapston	18 0	13 6
1032	Wansford (Sibson)	21 6	16 0	704	Higham Ferrars	17 6	12 6
104	Stamford (with Road Fares)	22 6	16 6	66	Wellingborough	16 6	12 0
	PETERBOROUGH	16 6	12 6	55	NORTHAMPTON	14 0	10 0

• Day Tickets at the following reduced fares are issued (to First and Second Class Passengers only) by the Trains marked thus: \*, and are also available for the return journey by the Down Night Mail Trains. These Tickets must be shown to the Clerks in attendance on passing through the Booking Offices. The same reduction is also extended to the fares of First and Second Class Passengers travelling either up or down the line on Saturday, and returning on the following Sunday or Monday.



# 18 FARES ON THE LONDON AND BIRMINGHAM RAILWAY.

FARES		1st Class.		2nd Class.		3rd Class		FARES FROM Birmingham.		1st Class.		2nd Class.		3rd Class	
		Mail & Express.	Mixed	Mixed	Mixed					Exprs and 1½ p.m.	Mixed	Mixed	Mixed		
From London.		s. d.	s. d.	s. d.	s. d.					s. d.	s. d.	s. d.	s. d.		
<b>Euston Square</b>		s. d.	s. d.	s. d.	s. d.			<b>Lancaster</b>		s. d.	s. d.	s. d.	s. d.		
Willesden		1 0	0 9	0 6	0 6			<b>Liverpool</b>		..	..	..	..		
Sudbury		1 6	1 0	0 8	0 8			Warrington		..	..	..	..		
Harrow		2 0	1 6	1 0	1 0			Hartford		..	..	..	..		
Pinner		2 6	1 6	1 2	1 2			<b>Crews</b>		..	..	..	..		
Bushey		3 0	2 0	1 4	1 4			Whitmore		..	..	..	..		
<b>Watford</b>	4 0	3 0	2 0	1 6	1 6			Stafford		1 6	1 6	..	..		
Kings Langley		3 6	2 6	1 9	1 9			Wolverhampton		..	..	..	..		
Boxmoor		4 6	3 6	2 1	2 1			Walsall		..	..	..	..		
Berkhamstead		5 0	3 6	2 4	2 4			<b>Birmingham</b>		..	..	..	..		
<b>Tring</b>	7 0	5 6	4 0	2 8	2 8			Hampton (Dby. Jn.)		2 0	1 0	0 10	0 10		
Cheddington		6 6	4 6	3 1	3 1			<b>Coventry</b>	4 0	3 6	2 6	1 7	1 7		
Aylesbury		8 0	5 6	3 8	3 8			Brandon		4 0	3 0	2 0	2 0		
<b>Leighton</b>		7 0	5 0	3 5	3 5			<b>Rugby (Md. C. J.)</b>	6 6	5 6	3 6	2 6	2 6		
Bletchley & F. Stfd.		8 6	6 0	3 11	3 11			Crick and Welton		6 6	4 6	3 1	3 1		
<b>Wolverton</b>	11 6	9 6	6 6	4 5	4 5			Weedon	9 6	7 6	5 6	3 7	3 7		
Roads		10 6	7 6	5 0	5 0			<b>Blisworth</b>	11 0	9 0	6 0	4 3	4 3		
<b>Blisworth</b>	14 0	11 0	8 0	5 3	5 3			Roads		9 6	6 6	4 5	4 5		
Weedon	15 6	12 6	8 6	5 10	5 10			<b>Wolverton</b>	13 6	10 6	7 6	5 0	5 0		
Crick (and Welton)		13 6	9 6	6 4	6 4			Bletchley & F. Stfd.		11 6	8 0	5 6	5 6		
<b>Rugby (Md. C. J.)</b>	18 6	14 6	10 0	6 11	6 11			<b>Leighton</b>		12 6	9 0	6 0	6 0		
Brandon		15 6	11 0	7 5	7 5			Aylesbury		15 0	10 6	7 0	7 0		
<b>Coventry</b>	21 0	16 6	11 6	7 10	7 10			Cheddington		13 6	9 6	6 5	6 5		
Hampton (Dby. Jn.)		18 0	12 6	8 7	8 7			<b>Tring</b>	18 0	14 6	10 0	6 9	6 9		
<b>Birmingham</b>	25 0	20 0	14 0	9 5	9 5			Berkhamstead		15 0	10 6	7 1	7 1		
Walsall		21 8	15 0	10 3	10 3			Boxmoor		15 6	11 0	7 4	7 4		
Wolverhampton	27 9	22 6	15 9	10 8	10 8			Kings Langley		16 6	11 6	7 8	7 8		
Stafford	30 6	25 0	18 0	11 11	11 11			<b>Watford</b>	21 0	17 0	11 6	7 11	7 11		
Whitmore	34 0	27 6	19 6	13 1	13 1			Bushey		17 0	11 6	8 1	8 1		
<b>Crews</b>	36 0	29 6	21 6	13 11	13 11			Pinner		17 6	12 6	8 4	8 4		
Hartford	39 0	31 0	23 0	14 11	14 11			Harrow		18 0	12 6	8 5	8 5		
Warrington	42 0	33 6	25 0	15 11	15 11			Sudbury		18 6	13 0	8 9	8 9		
<b>Liverpool</b>	45 0	37 0	27 0	17 7	17 7			Willesden		19 0	13 0	8 11	8 11		
<b>Chester</b>	40 6	33 6	24 6	15 8	15 8			<b>Euston Square</b>	25 0	20 0	14 0	9 5	9 5		
<b>Lancaster</b>															

The accommodation by the Express Trains being limited, Passengers who arrive first will have the preference. CHILDREN under ten years of age are charged half price; children in arms, unable to walk, pass free. A third class carriage will be attached to the 7 a.m. and 6½ p.m. trains from Aylesbury, to convey passengers to the third class up and down trains at Tring.

**Day Tickets** at the following reduced fares are issued (to First and Second class passengers only) by the Trains marked thus, and are also available for the return journey by the down Night Mail Trains. These Tickets must be shown to the Clerks in attendance on passing through the Booking Offices. The same reduction is also extended to the Fares of First and Second class passengers travelling either up or down the line on Saturday, and returning on the following Sunday or Monday.

## Season Tickets

are issued for periods of not less than two months, at one half the usual Fares.

From LONDON to		1st class.	2nd class.	From LONDON to		1st class.	2nd class.	From BIRMINGHAM to		1st class.	2nd class.	From BIRMINGHAM to		1st class.	2nd class.
		s. d.	s. d.			s. d.	s. d.			s. d.	s. d.			s. d.	s. d.
Willesden	1 6	1 0	0 6	Leighton	11 6	8 6	6 0	Hampton	2 6	1 6	1 0	Cheddington	19 6	12 6	12 6
Sudbury	1 6	1 0	0 6	Bletchley	12 6	9 0	6 0	Coventry	2 6	1 6	1 0	Tring	20 0	13 0	13 0
Harrow	2 6	1 6	1 0	Wolverton	13 6	10 0	6 0	Brandon	2 6	1 6	1 0	Berkhamstead	20 0	13 0	13 0
Pinner	2 6	1 6	1 0	Roads	14 6	10 0	6 0	Crick & Welton	2 6	1 6	1 0	Boxmoor	20 0	13 0	13 0
Willesden	2 6	1 6	1 0	Walsall	15 0	10 6	7 0	Blisworth	2 6	1 6	1 0	Kings Langley	20 0	13 0	13 0
Kings Langley	2 6	1 6	1 0	Chester	16 0	11 6	7 0	Leighton	2 6	1 6	1 0	Watford	20 0	13 0	13 0
Boxmoor	2 6	1 6	1 0	Wolverton	16 0	11 6	7 0	Crick & Welton	2 6	1 6	1 0	Bushey	20 0	13 0	13 0
Berkhamstead	2 6	1 6	1 0	Hampton	16 0	11 6	7 0	Wolverton	2 6	1 6	1 0	Pinner	20 0	13 0	13 0
Tring	2 6	1 6	1 0	Leighton	16 0	11 6	7 0	Blisworth	2 6	1 6	1 0	Harrow	20 0	13 0	13 0
Cheddington	2 6	1 6	1 0	Wolverton	16 0	11 6	7 0	Leighton	2 6	1 6	1 0	Sudbury	20 0	13 0	13 0
Aylesbury	2 6	1 6	1 0	Hampton	16 0	11 6	7 0	Wolverton	2 6	1 6	1 0	Willesden	20 0	13 0	13 0
Willesden	2 6	1 6	1 0	Leighton	16 0	11 6	7 0	Blisworth	2 6	1 6	1 0	Willesden	20 0	13 0	13 0
Aylesbury	2 6	1 6	1 0	Wolverton	16 0	11 6	7 0	Leighton	2 6	1 6	1 0	Willesden	20 0	13 0	13 0

Dist.	LONDON TO LIVERPOOL and LANCASTER.	8½	6	6½	1	10	7	11	6	5	Sunday Trains.				Fares			
		p.m. Mail. Mix.	a.m. 1 & 2 Mix. class.	a.m. Mail.	p.m. 1stcl. Mix.	a.m. Mail.	a.m. 3cl. only.	a.m. 1stcl. Mix.	p.m. 1 & 2 Ex- press	p.m. Mail.	p.m. Mix. & 3cl.	a.m. Mail.	a.m. Mix.	a.m. Mix.	a.m. Mail.	By 12 & Ex	1st class.	2nd class.
Mis.	London, Euston-square .....	8 30	..	6 15	..	10 0	7 0	11 0	..	5 0	8 30	..	..	10 0	s. d.	s. d.	s. d.	s. d.
	Birmingham .....	1 10	6 11½	1	12	3½	4½	6	8 10	11½	7½	11½	1½	..	..	0 8	0 6	0 4
3½	Perry Bar .....	..	6 9	..	..	..	3 41	..	6 8	..	..	..	..	..	..	0 8	0 6	0 4
6½	Newton Road .....	..	6 18	..	..	..	3 53	..	6 17	..	..	..	..	..	..	1 2	0 9	0 7
9½	Walsall .....	1 35	6 28	11 37	1 22	..	4 4	4 38	6 26	..	7 49	11 37	..	..	..	1 8	1 0	0 10
12	Willenhall .....	..	6 36	..	1 32	..	4 14	..	6 34	..	..	..	..	..	..	2 0	1 6	1 0
14½	Wolverhampton .....	1 45	6 45	11 52	1 40	2 13	4 24	4 50	6 42	8 34	1 45	8 5	11 52	2 13	2 9	2 6	1 9	1 3
20	Four Ashes .....	..	6 59	..	..	..	4 43	..	6 55	..	..	..	..	..	..	3 6	2 6	1 8
21½	Spread Eagle .....	..	7 6	..	..	..	4 51	..	7 2	..	..	..	..	..	..	4 0	2 9	1 10
24	Penkridge .....	..	7 14	12 7	..	..	5 0	5 10	7 10	..	..	..	..	..	..	4 6	3 0	2 0
29½	Stafford .....	2 13	7 25	12 20	2 10	2 41	5 17	5 24	7 22	9 3	2 17	8 30	12 17	2 41	5 6	5 0	4 0	2 6
35	Norton Bridge .....	..	7 41	..	2 25	..	5 55	..	7 38	..	..	..	..	..	..	6 0	4 6	2 11
43½	Whitmore .....	2 45	8 2	12 55	2 49	3 14	6 32	6 0	8 1	..	2 55	9 8	12 55	3 14	9 0	7 6	5 6	3 8
46½	Madeley .....	..	8 10	..	..	..	6 45	..	8 10	..	..	..	..	..	..	8 0	6 0	3 10
51	Basford .....	..	8 22	..	..	..	7 31	..	8 22	..	..	..	..	..	..	9 0	7 0	4 4
54	Crewe .....	3 10	8 28	1 19	3 12	3 35	7 39	6 24	8 28	9 47	3 19	9 32	1 19	3 35	11 0	9 6	7 6	4 6
58½	Minshall Vernon .....	..	8 42	..	..	..	8 1	..	8 56	..	..	..	..	..	..	10 0	8 8	4 11
61½	Winsford .....	..	8 50	..	3 29	..	8 10	..	9 3	..	..	..	..	..	..	10 6	8 6	5 2
65½	Hartford .....	3 44	9 1	1 44	3 41	3 56	8 24	6 51	9 13	..	3 44	9 57	1 44	3 56	14 0	11 0	9 0	5 6
68½	Acton .....	..	9 9	..	..	..	8 35	..	9 20	..	..	..	..	..	..	11 6	9 6	5 9
72½	Preston Brook .....	..	9 22	2 0	..	..	8 49	..	9 30	..	..	..	..	..	..	12 6	10 0	6 1
75	Moore .....	..	9 31	..	..	..	8 58	..	9 36	..	..	..	..	..	..	13 0	10 0	6 3
78	Warrington .....	4 12	9 38	2 16	4 5	4 19	9 16	7 18	9 46	10 23	4 12	10 25	2 16	4 19	17 0	13 6	11 0	6 6
82½	Newton Junction .....	4 28	9 53	..	..	..	9 33	..	9 58	..	..	..	..	..	..	14 0	11 6	6 11
97½	Liverpool .....	5 10	10 45	3 15	5 0	5 10	10 30	8 15	10 45	11 10	5 10	11 30	3 15	5 10	20 0	17 0	13 0	8 2
75	Chester .....	4 6	10 6	2 42	..	4 38	9 30	8 21	9 55	10 35	4 0	..	..	4 38	15 6	13 6	10 6	6 3
105½	Preston .....	5 24	12 0	3 45	..	..	..	..	..	..	5 4	..	..	..	..	..	..	..
126½	Lancaster .....	6 19	1 0	4 45	..	6 28	..	..	..	..	6 19	..	..	6 28	..	..	..	..

## CHESTER AND CREWE BRANCH.—21 Miles in Length.

From Bir- kenhead.	STATIONS.	Mail joins 4 from L'pool. Mixed.	a.m. mixed	a.m. Class.	a.m. 1st Class.	a.m. mixed	late joins 11a m from Liverpool. Mixed.	p.m. Ex- prs. trn.	p.m. mix	Ml. joins 8½ m from L'pool. Mixed.	From Bir- mingham.	STATIONS.	On ar. 11 a m from Birm.	a.m. On ar. 6 m ix. up & from down.	a.m. on ar. 10 a m from Birm.	1st cl. on ar. 11 a m from Birm.	Ml. on ar. 12 p.m. from Birm.	p.m. Mix	p.m. 3rd cls.	p.m. Ex- prs.	p.m. Mix
Miles	Birkenhead .....	4 45	6 0	..	8 15	9 45	10 45	3 45	3 45	8 45	Miles	Birmingham .....	1 10	6 0	..	11 15	1 45	4 15	..	8 10	6 0
15	<b>CHESTER</b> .....	..	6 45	8 0	9 45	10 30	11 40	4 45	5 16	9 22	..	Manchester .....	..	7 0	10 0	11 30	..	5 15	..	..	8 43
25½	Tattenhall .....	..	7 5 8 34	9 52	10 48	11 55	..	5 33	..	..	54	<b>CREWE</b> .....	3 17	8 40	11 30	1 35	3 41	7 15	8 0	9 47	..
28½	Beeston .....	5 9	7 20	8 54	10 14	11 12	5	5 46	9 46	58	..	Nantwich .....	..	8 51	11 41	1 46	..	7 26	8 18	..	8 57
32	Calveley .....	..	7 31	9 6	10 21	11 10	12 12	..	6 58	1	61½	Calveley .....	..	9 4	11 54	1 59	..	7 39	8 37	..	9 10
36	Nantwich .....	..	7 45	9 26	10 33	11 23	12 22	..	6 8	..	64	Beeston .....	3 40	9 13	12 3	2 8	4 4	7 48	8 56	..	9 21
CREWE .....	..	5 35	8 0	9 45	10 48	11 36	12 38	5 23	6 21	10 11	68	Tattenhall .....	..	9 26	12 16	2 21	..	8 19	9 6	..	9 34
67	Manchester .....	..	10 0	..	1 0	..	2 35	..	8 0	..	75	<b>CHESTER</b> .....	4 6	9 46	12 36	2 41	4 38	8 21	9 15	10 35	9 55
	Birmingham .....	8 6	10 0	..	1 15	..	3 20	7 10	10 0	12 36	90	Birkenhead .....	4 40	11 5	1 45	4 0	5 20	9 15	..	11 10	..

Mail trains only run on Sundays.—Fares—Chester to Crewe, 4s.—3s.—1s. 9d.—Manchester to Chester, 8s. 6d.—6s.—4s. 6d.

Secretary, Henry Booth.  
Engrs., J. Locke and R. S. Norris.

## GRAND JUNCTION.

Sups. of Goods. { S. Eborall, Birmingham.  
B. Poole, Liverpool.

Distances.	LANCASTER AND LIVERPOOL TO BIRMINGHAM AND LONDON.	2½	6	6½	9¼	9 20	1	4	2½	6 55	Sunday Trains.				Fares			
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	Stop at 1st Cls. Stations only				FROM LIVERPOOL.			
		Mix.	1st and 2nd class.	3rd class only.	1st class.	Mix.	1st class.	Ex- press	1st and 2nd class.	Mix.	3 Cls.	9¼	11	6 55	9¼	1st and class.	2nd class.	3rd class.
Mls.		Mail.				Mail.	Mix.		Mail.	Mail.	Mail.	Mail.	Mail.	Exps.				
	Lancaster .....	2 30	..	..	..	9 20	..	..	12 30	6 55	2 30	..	..	6 55	s. d.	s. d.	s. d.	s. d.
	Preston .....	3 27	..	..	..	10 20	..	..	3 40	7 53	3 27	..	..	7 53	..	..	..	..
	Liverpool, Lime-street .....	4	6	6½	9¼	11	1 0	4	5	8½	4	9¼	11	8½	..	..	..	..
15½	Parkside .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14½	Newton Junction .....	..	6 43	7 46	9 42	..	1 30	..	5 42	..	..	9 42	..	..	..	..	..	..
19½	Warrington .....	4 38	6 57	8 8	9 59	11 47	1 47	4 39	5 57	9 2	4 38	9 59	11 47	9 2	3 6	3 0	2 6	1 8
22½	Moore .....	..	7 6	8 22	..	..	..	..	6 7	..	..	..	..	..	..	3 6	3 0	1 11
25	Preston Brook .....	..	7 13	8 33	..	..	2 0	..	6 14	..	..	..	..	..	..	4 0	3 6	2 2
29½	Acton .....	..	7 24	8 52	..	..	..	..	6 25	..	..	..	..	..	..	5 0	4 6	2 6
31½	Hartford .....	5 10	7 33	9 6	10 28	12 21	2 18	..	6 33	9 36	5 11	10 28	12 21	9 36	6 0	5 6	5 0	2 8
36½	Winsford .....	..	7 46	9 26	..	..	2 28	..	6 47	..	..	..	..	..	..	6 6	6 0	3 1
38½	Minshull Vernon .....	..	7 53	9 39	..	..	..	..	6 53	..	..	..	..	..	..	7 0	6 6	3 3
43½	Crewe .....	5 37	8 3	10 0	10 53	12 47	2 47	5 23	7 3	10 2	5 37	10 53	12 47	10 2	9 0	7 6	7 0	3 8
46	Basford .....	..	8 19	10 20	..	..	..	..	7 19	..	..	..	..	..	..	8 0	7 6	3 11
51½	Madeley .....	..	8 37	10 48	..	..	..	..	7 37	..	..	..	..	..	..	9 0	8 0	4 4
54½	Whitmore .....	6 17	8 45	11 37	11 30	1 27	3 24	..	7 45	10 42	6 17	11 30	1 27	10 42	11 6	10 0	8 6	4 7
62½	Norton Bridge .....	..	9	4 12	0	..	3 44	..	8 4	..	..	..	..	..	..	12 0	9 0	5 3
68½	Stafford .....	6 47	9 18	12 16	12 0	1 57	4 0	6 10	8 18	11 12	6 47	12 0	1 57	11 12	15 6	12 6	9 6	5 9
73½	Penkridge .....	..	9 33	12 32	..	..	4 12	..	8 33	..	..	..	..	..	..	13 0	10 0	6 2
76	Spread Eagle .....	..	9 41	12 40	..	..	..	..	8 41	..	..	..	..	..	..	13 6	10 6	5 5
77½	Four Ashes .....	..	9 47	12 47	..	..	..	..	8 47	..	..	..	..	..	..	14 0	11 0	6 6
83	Wolverhampton .....	7 20	10 3	1 0	12 35	2 34	4 37	6 39	9 2	11 48	7 20	12 35	2 36	11 51	17 6	14 6	11 6	7 0
85½	Willenhall .....	..	10 14	1 13	..	..	4 46	..	9 14	..	..	..	..	..	..	15 0	11 9	7 2
88	Walsall .....	7 39	10 17	1 17	..	2 49	4 52	..	9 17	11 55	7 39	..	..	..	..	15 6	12 0	7 5
90½	Newton Road .....	..	10 26	1 26	..	..	..	..	9 26	..	..	..	..	..	..	16 0	12 3	7 7
94½	Perry Bar .....	..	10 37	1 39	..	..	..	..	9 37	..	..	..	..	..	..	16 6	12 6	7 11
97½	Birmingham .....	8 6	11 0	2 0	1 15	3 20	5 30	7 10	10 0	12 36	8 6	1 15	3 20	12 36	20	17 0	13 0	8 2
210	London .....	1 0	5 15	8 45	6 0	8 45	10 15	10 30	..	5 32	1 0	6 45	..	5 32	45	0 37	0 27	0 17

Day Tickets at about one third less than the usual fares are issued to first and second class passengers only, by all except the third class and express trains, and those issued on Saturdays will free the holder up to the Monday evening following, by any train except the express train.

{ Waits 40 minutes, leaves Madeley at 11 28.

The 4 a.m. train starts from the Station at Edge Hill, to which any passenger wishing to go by the train must proceed to take his place.

Private Carriages and Horses cannot be taken by the 4 and 5 1/2 p.m. up, nor by the 1 10 a.m., and 7 10 p.m. down trains.

+ Passengers by this train from Preston will have to wait at Parkside.

No difference of charge for four and six-seated carriages, which passengers may select according to priority of arrival.

**NOTICE.**—Passengers should be at the 1st class stations five minutes, and at the 2nd class stations 10 minutes, before the time specified.



21 Engr., R. S. Norris,  
Liverpool.

# GRAND JUNCTION.—Liverpool and Manchester.

Supt. of Goods—B. Poole,  
Liverpool.

Dis- tances.	LIVERPOOL TO MANCHESTER.	stop- ping.	s. u.	Ex	s. u.	stop- ping.	Ex.	stop- ping.	s. u.	stop- ping.	s. u.	stop- ping.	s. u.	stop- ping.	s. u.	stop- ping.	stop- ping.	Sunday Trains.									
		1, 2, 3	1st	press	1st	1 & 2	press.	3rd	2nd	1st	1 & 2	2nd	1st	1 & 2	2nd	3rd	1 & 2	2 & 3	1, 2, 3	1	2, 3	1	2				
		class	class		class	class		class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class				
Mls.	LEAVE	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.				
	<b>Liverpool</b>	7 0	3 0	9 0	10 15	10 30	11 45	12 30	1 30	2 0	2 30	3 35	4 15	5 30	6 0	6 30	7 45	6 30	7 15	8 0	8 45	9 30	7 45				
3½	Broad Green .. arrive at	7 18	..	..	..	10 48	..	12 47	1 46	..	2 48	3 51	..	5 48	6 48	..	..	7 33	..	..	..	5 48	..				
5½	Roby ..	7 24	..	..	..	10 54	..	1 50	..	..	2 54	3 55	..	5 54	6 54	..	..	7 39	..	..	..	5 54	..				
5½	Huyton ..	7 26	..	..	..	10 56	..	12 55	1 51	..	2 56	3 58	..	5 56	6 56	56 8	..	7 41	8 24	5 9	5 58	8 9	..				
6½	Huyton Quarry ..	7 28	..	..	..	10 58	..	1 53	..	..	2 58	4 0	..	5 58	6 58	58	..	7 43	..	..	..	5 58	..				
9	Rainhill ..	7 37	8 26	..	10 41	11 7	..	1 61	58	..	3 7	4 3	..	6 7	6 28	7 8	19	..	7 52	8 34	5 19	6 7	8 19				
10½	Sutton ..	7 42	..	..	..	11 12	..	1 2	..	..	3 12	4 6	..	6 12	6 31	7 12	..	7 57	..	..	..	6 12	..				
11½	St. Helens Junction ..	7 47	8 33	..	10 48	11 17	..	1 15	2 30	3 30	3 17	4 10	..	6 17	6 35	7 17	8 27	..	8 28	8 42	5 27	6 17	8 27				
13½	Collins Green ..	7 53	..	..	..	11 23	..	1 2	..	..	3 23	4 14	..	6 23	6 39	7 23	..	8 8	..	..	..	6 23	..				
14½	Warrington Junction ..	7 57	..	..	..	11 27	..	1 24	2 11	..	3 27	4 16	..	6 27	6 41	7 27	..	8 12	..	..	..	6 27	..				
15½	<b>Newton</b>	8 0	8 41	..	10 56	11 30	..	1 27	2 14	2 36	3 30	4 19	4 53	6 30	6 44	7 30	8 39	..	8 15	8 54	5 39	6 30	8 39				
16½	Parkside ..	8 3	8 43	..	10 58	11 33	..	1 31	2 16	..	3 33	4 21	..	6 33	6 46	7 33	8 41	7 8	8 18	8 56	5 41	6 33	8 41				
18½	Kenyon Junction ..	8 11	..	..	..	11 41	..	1 38	..	..	3 41	..	..	6 41	..	7 41	8 48	..	8 26	9 3	5 48	6 41	8 48				
20½	Bury Lane ..	8 18	..	..	..	11 48	..	1 45	..	..	3 48	..	..	6 48	..	7 48	8 54	..	8 33	9 5	5 46	6 48	8 54				
23	Astley ..	8 26	..	..	..	11 56	..	..	..	..	3 56	..	..	6 56	..	7 56	..	8 41	..	..	..	6 56	..				
23½	Barton Moss ..	8 29	..	..	..	11 59	..	..	..	..	3 59	..	..	6 59	..	7 59	..	8 44	..	..	..	6 59	..				
26½	Patricroft ..	8 38	..	..	..	12 8	..	2 4	..	..	4 8	..	..	7 8	..	8 8	9 11	..	8 53	9 26	6 11	7 8	9 11				
27½	Eccles ..	8 42	..	..	..	12 12	..	2 8	..	..	4 12	..	..	7 12	..	8 12	..	8 57	..	..	..	7 12	..				
28½	Weaste Lane ..	8 45	..	..	..	12 15	..	..	..	..	4 15	..	..	7 15	..	8 15	..	9 0	..	..	..	7 15	..				
29½	Cross Lane ..	8 49	..	..	..	12 19	..	..	..	..	4 19	..	..	7 19	..	8 19	..	9 4	..	..	..	7 19	..				
31½	<b>Manchester</b>	8 55	9 30	10 0	11 45	12 25	12 45	2 20	3 53	5 3	10 4	25	5 10	5 25	7 25	7 35	8 25	9 25	7 40	9 10	40	6 25	7 25	9 25			

N.B.—By the Trains marked N. U., being especially North Union Trains, the passengers for Manchester or Liverpool will be detained unavoidably at Parkside till the arrival of the Trains from Preston. These trains cannot stop at road-side stations except for passengers going North.

• By Nos. 2 on Sundays up and down, third class passengers are booked for road-side stations, but not for Liverpool or Manchester. By Nos. 4 up and down, third class passengers are booked for Liverpool or Manchester only.

## From Warrington to Manchester.

At 4 12 a.m., 2 16 and 4 19 p.m. mails, mixed; 7 40, 8 4, 9 39 a.m. and 8 p.m. mixed.  
On Sundays 4 12 a.m., 2 16 and 4 19 p.m. mails, mixed; 8 a.m. mixed.

## From Manchester to Warrington.

At 4 & 11 a.m., 1 2½ & 8½ p.m. mails, mixed; 7 a.m. & 5 p.m. mixed. On SUNDAYS,  
4 & 11 a.m., and 8½ p.m. mails, mixed; 7½ a.m. mixed. FARE, 3s. 2nd class.

## From Manchester to Patricroft.

At 8, 9, 10½, & 11½ a.m.; 1 5, 3, 5, 6, 8, & 9 p.m. On Sundays, 4, 5, 6½, 7½, 8½, & 9½ p.m.

## From Patricroft to Manchester.

At 7½, 8½, 9½, & 11 a.m.; 12½, 2½, 3, 4½, 7, 8½, & 9½ p.m. On Sundays, 4½, 5½, 7, 8, 9, and 10 p.m.

FARES.—To and from Patricroft and Eccles, 1st class 6d.; 2nd and 3rd class 4d.

## TO FLEETWOOD, BLACKPOOL, & LYTHAM.

### From Liverpool.

8 0 a.m. .... mixed. | 1 30 p.m. mixed, except Lytham. | 3 35 p.m. .... mixed.

### From Manchester.

8 15 a.m. .... mixed. | 1 45 p.m. mixed, except Lytham. | 3 50 p.m. .... mixed.

FARES.—From Liverpool or Manchester to Fleetwood or Blackpool, first class, 10s., second class, 7s.; to Poulton, 9s. and 6s. 3d.; to Lytham, 9s. and 6s. 6d.

## TO LANCASTER.

### From Liverpool.

8 0 a.m. .... mixed. | 1 30 p.m. .... mixed. | 6 0 p.m. .... mixed.

### From Manchester.

8 15 a.m. .... mixed. | 1 45 p.m. .... mixed. | 6 15 p.m. .... mixed.

FARES.—From Liverpool or Manchester, first class 11s. 6d.; second class 7s. 6d.

Gen. Mangr., Capt. M. Huish.

[illegible]

N.B.—Passengers by the first class trains may take a ticket, entitling them to be conveyed to Liverpool or Manchester and back the same day, for 10s.  
Children under Twelve Years, Half Price; in the Acus under Four Years, Free.—\* See preceding Table.

TO BOLTON.

From Liverpool.		From Manchester.	
7 0 a.m., mixed and 3rd class.	2 30 p.m., mixed.	7 0 a.m., mixed and 3rd class.	12 15 p.m., mixed.
10 15 " mixed.	4 15 " first class.	10 6 " 3rd class.	2 45 " mixed.
	5 30 " mixed and 3rd class.		6 15 " mixed and 3rd class.

**On Sundays.**

**Fares** from Liverpool, 1st class 5s. 6d., 2nd class 4s., 3rd class 2s. 5d.; and from Manchester, 2s. 6d., 2s., and 1s. 11d.

TO ST. HELENS

From Liverpool.						From Manchester.											
7	0 a.m.	3rd cls.	12	30 noon	3rd cls.	5	30 p.m.	2nd cls.	7	0 a.m.	3rd class.	12	15 noon	2nd class	5	30 p.m.	2nd class
7	15 "	2nd "	2	0 p.m.	1st "	6	30 "	3rd "	7	15 "	2nd "	1	45 p.m.	2nd "	6	30 "	3rd "
8	0 "	1st "	2	30 "	2nd "	7	45 "	2nd "	10	0 "	1st & 3rd "	2	45 "	2nd "			

ON SUNDAYS.—From Liverpool at 7 15 a.m., 3rd class; 8 a.m., 2nd class; 5 30 p.m., 2nd & 3rd class; 7 45 p.m., 2nd class.  
From Manchester at 7 30 a.m., 3rd class; 8 15 a.m., 2nd class; 5 30 p.m., 3rd class.

**SOUTHPORT.**—Passengers and Parcels may be booked through to Southport at the Company's Offices, Market-street, and Victoria Station, Manchester, per 1½ (N. Y.) train daily, and 12½ noon train, during the summer months (Sundays excepted)—FARES, Ins. & Ins. Outside 7s.

From Chester.	STATIONS.	DOWN TRAINS.										Sunday Trains.				Passenger Fares FROM CHESTER.			
		1 class 1 & 2	2 class 1, 2, 3	3 class 1 & 2	4 class 1 & 2	5 class 1 & 2	6 class 1 & 2	7 class 1 & 2	8 class 1 & 2	9 class 1 & 2	10 class 1, 2, 3	1 class 1 & 2	2 class 1, 2, 3	3 class 1 & 2	4 class 1, 2, 3	s. d.	1st class.	2nd class.	3rd class.
		p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	p.m.	a.m.	a.m.	p.m.				
Mls.	LEAVE	8 30	..	..	..	..	..	6 15	10 0	..	11 0	8 30	..	10 0	..	..	..	..	..
	Birmingham.....	1 10	..	..	6 0	..	..	11 15	1 45	..	4 15	1 10	..	1 45	..	..	..	..	..
	Chester.....	4 10	8 30	9 30	10 30	11 30	1 0	3 15	4 45	7 0	8 30	4 10	10 0	4 45	8 30	..	..	..	..
23	Mollington.....arrival..	..	8 39	9 39	..	11 39	1 9	3 24	..	7 9	8 39	..	10 9	..	8 39	..	0 9	0 6	0 4
62	Sutton.....	..	8 53	9 53	10 53	11 53	1 23	3 38	5 4	7 23	8 53	..	10 23	5 4	8 53	..	1 3	1 0	0 9
8	Hooton.....	..	8 58	9 58	..	11 58	1 28	3 43	..	7 28	8 58	..	10 28	..	8 58	..	1 6	1 3	0 9
12	Bebington.....	..	9 9	10 9	11 9	12 9	1 39	3 54	5 15	7 39	9 9	..	10 39	5 15	9 9	..	2 3	1 9	1 3
15	Monk's Ferry, Birkenhead ..	4 40	9 15	10 15	11 15	12 15	1 45	4 0	5 20	7 45	9 15	4 40	10 45	5 20	9 15	..	2 6	2 0	1 6
16	Liverpool.....	..	9 30	10 30	11 30	12 30	2 0	4 15	5 35	8 0	9 30	..	11 0	5 35	9 30	..	2 8	2 2	1 8

The Express Train for Birkenhead leaves London at 4 p.m., fare 45s.; Birmingham at 7 10 p.m., fare 18s.; and Chester at 9 40 p.m., fare 2s. 6d

From Birkenhd.	STATIONS.	UP TRAINS.										Sunday Trains.				Passenger Fares FROM BIRKENHEAD.			
		1 class 1, 2, 3	2 class 1 & 2	3 class 1 & 2	4 class 1 & 2	5 class 1 & 2	6 class 1 & 2	7 class 1 & 2	8 class 1 & 2	9 class 1, 2, 3	10 class 1 & 2	1 class 1, 2, 3	2 class 1 & 2	3 class 1, 2, 3	4 class 1 & 2	By s. a. m.	1st c. class.	2nd c. class.	3rd c. class.
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.				
Mls.	LEAVE	6 0	8 0	9 30	10 30	11 30	1 0	3 30	4 45	7 0	8 15	8 30	2 0	4 45	8 15	..	0 2	0 2	0 2
	Liverpool.....	6 15	8 15	9 45	10 45	11 45	1 15	3 45	5 0	7 15	8 45	8 45	2 15	5 0	8 45	..	..	..	..
3	Monk's Ferry, Birkenhead ..	..	8 24	9 54	..	11 54	1 24	3 54	5 9	7 24	..	8 54	2 24	5 9	..	..	0 9	0 6	0 4
7	Bebington.....arrival..	..	8 36	10 6	..	12 6	1 36	..	5 21	7 36	..	9 6	2 36	5 21	..	..	1 0	0 9	0 6
81	Hooton.....	6 41	8 41	10 11	11 2	12 11	1 41	4 11	5 26	7 41	9 2	9 11	2 41	5 26	9 2	..	1 3	1 0	0 9
124	Sutton.....	..	8 53	10 23	..	12 23	1 53	..	5 38	7 53	..	9 23	2 53	5 38	..	..	2 3	1 9	1 3
15	Mollington.....	6 55	9 0	10 30	11 20	12 30	2 0	4 30	5 45	8 0	9 17	9 30	3 0	5 45	9 17	..	2 6	2 0	1 6
90	Chester.....	11 0	1 15	..	3 20	..	..	10 38	..	..	12 36	..	..	..	12 36	18 0	16 0	12 6	7 9
202	Birmingham.....	5 15	6 0	..	8 45	..	..	..	..	..	5 32	..	..	..	5 32	45 0	39 0	29 6	17 2
	Liverpool.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

The Express Train for Birmingham leaves Birkenhead at 3 30 p.m., fare 18s.; for London at 3 30 p.m., fare 45s.

Day Tickets will be issued at Birkenhead and Chester, (returning the same day, by any train, except by the Express Train from Chester at 9 40 p.m.) First class, 3s. 6d.; Second class, 2s. 6d.

Contracts will be made to convey First Class Passengers to and from Birkenhead to Chester, at the rate of £20 per annum; and in proportion for shorter distances.

Children under ten years of age are charged half-price.

Passengers can book at Birkenhead through—for Birmingham or London, by No. 1 up train, third class only; by No. 2 ditto, first class only; by Nos. 4 and 10 ditto, first and second class; also for Birmingham only, by No. 7 ditto, first and second class.



## Week Days.

## Sundays.

Mls.	Stations.	1	2	3	4	5	6	7	8&6	9	10	11	12	Ex- press	1	2	3	4	5	6
	<b>LONDON</b> departure ..	p.m. 8 30	a.m. ..	a.m. ..	a.m. ..	a.m. 6 15	p.m. ..	a.m. 8 30	a.m. 10 10	p.m. ..	a.m. 7 0	a.m. 11 0	p.m. 12 30	p.m. 5 0	p.m. 8 30	..	..	10 0	..	..
	<b>BIRMINGHAM</b> ..	a.m. 1 10	a.m. 6 0	..	..	11 15	..	p.m. 1 0	p.m. 1 45	..	3 30	4 15	6 0	8 10	1 10	7 30	11 15	1 45	..	..
3 3/4	Perry Bar ..	..	6 9	..	..	..	..	..	..	..	3 41	..	6 8	..	..	..	..	..	..	..
6 1/2	Newton Road ..	..	6 18	..	..	..	..	..	..	..	3 53	..	6 17	..	..	..	..	..	..	..
9 1/4	<b>Walsall</b> ..	1 35	6 28	..	11 37	..	1 22	..	..	..	4 4	4 38	6 26	..	7 49	11 37	..	..	..	..
12	Willenhall ..	..	6 36	..	..	..	1 32	..	..	..	4 14	..	6 34	..	..	..	..	..	..	..
14 1/4	<b>Wolverhampton</b> ..	1 45	6 45	..	11 52	..	1 40	2 13	..	..	4 24	4 50	6 42	8 34	1 45	8 5	11 52	2 13	..	..
20	Four Ashes ..	..	6 59	..	..	..	..	..	..	..	4 43	..	6 55	..	..	..	..	..	..	..
21 1/2	Spread Eagle ..	..	7 6	..	..	..	..	..	..	..	4 51	..	7 2	..	..	..	..	..	..	..
24	Penkridge ..	..	7 14	..	12 7	..	..	..	..	..	5 0	5 10	7 10	..	..	..	..	..	..	..
29 1/4	<b>Stafford</b> ..	2 13	7 25	..	12 20	..	2 10	2 41	..	..	5 17	5 24	7 22	9 32	2 17	8 30	12 17	2 41	..	..
35	Norton Bridge ..	..	7 41	..	..	..	2 22	..	..	..	5 55	..	7 38	..	..	..	..	..	..	..
43 1/4	<b>Whitmore</b> ..	2 45	8 2	..	12 55	..	2 49	3 14	..	..	6 32	6 0	8 1	..	2 55	9 8	12 55	2 14	..	..
46	Madeley ..	..	8 10	..	..	..	..	..	..	..	6 45	..	8 10	..	..	..	..	..	..	..
51 1/2	Basford ..	..	8 22	..	..	..	..	..	..	..	7 31	..	8 22	..	..	..	..	..	..	..
	<b>Chester</b> departure ..	..	7 0	10 30	11 40	..	..	..	..	..	..	5 10	..	..	..	..	..	..	..	..
54	<b>Crewe</b> ..	3 15	7 15	8 30	11 30	1 20	..	3 35	..	4 30	8 45	6 30	8 45	9 47	3 20	9 35	1 20	3 35	..	..
58 1/2	<b>Sandbach</b> ..	3 27	7 30	8 45	11 45	1 32	..	3 47	..	4 44	9 0	6 44	9 0	..	3 32	9 50	1 35	3 49	..	..
62 1/4	<b>H. Chapel</b> (Congleton) ..	3 37	7 42	8 55	11 55	1 40	..	3 55	..	4 54	9 11	6 54	9 11	..	3 42	10 0	1 45	3 59	..	..
68	<b>Chelford</b> (Knutsford and Alderley) [Northwich ..	3 49	7 58	9 10	12 10	1 52	3 25	4 5	..	5 9	9 28	7 9	9 28	10 10	3 54	10 15	2 0	4 13	4 55	7 30
71 1/4	Alderley ..	..	8 9	9 20	12 20	..	3 35	..	..	5 19	9 39	7 19	9 39	..	10 25	2 10	..	5 7	40	..
73	Wilmslow ..	..	8 18	9 25	12 25	..	3 40	..	..	5 24	9 44	7 24	9 44	..	10 30	2 15	..	5 10	7 45	..
74 1/4	Handforth ..	..	8 24	9 30	12 30	..	3 45	..	..	5 29	9 50	7 29	9 50	..	10 35	2 20	..	5 15	7 50	..
76 1/2	Cheadle ..	..	8 30	9 35	12 35	..	3 50	..	..	5 34	9 55	7 34	9 55	..	10 40	2 25	..	5 20	7 55	..
79 1/4	<b>Stockport</b> ..	4 15	8 40	9 45	12 45	2 20	4 0	4 30	..	5 44	10 7	7 44	10 7	..	4 20	10 50	2 35	4 42	5 30	8 5
82	Levenshulme ..	..	8 50	9 52	12 52	..	4 10	..	..	5 51	10 15	7 51	10 15	..	10 57	2 42	..	5 35	8 12	..
83 1/4	Longsight ..	..	8 55	9 55	12 55	..	4 15	..	..	5 55	10 18	7 55	10 18	..	11 0	2 45	..	5 40	8 15	..
85	<b>MANCHESTER</b> arr. ..	4 30	9 10	0 1	0	2 35	4 20	4 45	..	6 0	10 25	8 0	10 25	10 40	4 35	11 5	2 50	5 05	45	8 20

No. 1—First and Second class from Birmingham, second class passengers changing carriages at Crewe. Nos. 2 and 9—First, Second, and Third class from Crewe and the intermediate stations to Manchester. No. 3—First and Second class from Birmingham and Chester (without change of carriage): First, Second, and Third class from Sandbach and the intermediate stations to Manchester. No. 4—First, Second, and third class from Chester and all stations between Crewe and Manchester. No. 5—First and Second class from Birmingham, Chester, and intermediate first class stations, passengers from Chester changing carriages at Crewe. No. 6—First, Second, and Third class from Chelford to Manchester and intermediate stations. No. 7—First and Second class from Birmingham and intermediate first class stations. No. 8—First class from Birmingham, First and Second from Sandbach, Holmes Chapel, Chelford, and Stockport. No. 10—Third class from Birmingham and all intermediate stations to Manchester. No. 11—First and Second class from Birmingham and intermediate stations, First, Second, and Third class from Chester (without change of carriage), Crewe, and all intermediate stations to Manchester. No. 12—First and Second class from Birmingham, and Third class from all stations between Crewe and Manchester.

**Sundays.**—No. 1—First and Second class from Birmingham. No. 2—First, Second, and Third class from Birmingham and the principal stations on the Grand Junction line, and First, Second, and Third class from Crewe and the intermediate stations to Manchester. No. 3—First and Second class from Birmingham, and First, Second, and Third class from Crewe and all intermediate stations. No. 4—First and Second class from Birmingham and the principal stations on the Grand Junction line, and First, Second, and Third class from Crewe and the intermediate first class stations to Manchester. Nos. 5 and 6—First, Second and Third class from Chelford and intermediate stations to Manchester.

		Week Days.											Sundays.						Fares.		
Mis.	Stations.	1	2	3	4	5	6	7	Expr	9	10	11	1	2	3	4	5	6	1st	2nd	3rd
	Trains leave London Road	a.m.	a.m.	a.m.	a.m.	a.m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	a.m.	a.m.	a.m.	p. m.	p. m.	p. m.	Class	Class	Class
	<b>Manchester ..depart.</b>	6 30	7 0	*9 40	10 0	11*30	*1 30	1 45	*4 30	5 15	6 30	*8 45	*9 30	10 0	11*30	2 0	6 15	8 45	s. d.	s. d.	s. d.
12	Longsight .....	6 35	7 5	..	10 5	..	..	1 50	..	5 22	6 35	..	..	10 5	..	2 5	6 20	..	0 4	0 30	2
3	Levenshulme .....	6 38	7 8	..	10 8	..	..	1 53	..	5 27	6 38	..	..	10 8	..	2 10	6 23	..	0 8	0 60	3
57	<b>Stockport .....</b>	6 45	7 15	9 53	10 15	11 42	1 45	2 0	..	5 34	6 45	9 0	9 44	10 15	11 42	2 13	6 30	9 0	1 0	0 80	4
84	Chaddle .....	6 55	7 25	..	10 25	..	..	2 10	..	5 44	6 55	..	..	10 25	..	2 15	6 40	..	1 6	1 00	9
104	Handforth .....	7 0	7 30	..	10 30	..	..	2 15	..	5 50	7 0	..	..	10 30	..	2 25	6 45	..	2 0	1 60	11
12	Wilmslow .....	7 5	7 35	..	10 35	..	..	2 20	..	5 56	7 5	..	..	10 35	..	2 30	6 50	..	2 0	1 61	0
137	Alderley .....	7 10	7 40	..	10 40	11 58	..	2 25	..	6 47	10	..	10 7	10 40	11 58	2 35	6 55	..	2 6	1 61	0
17	<b>Chelford (Kunt. &amp; North.</b>	7 20	7 50	10 17	10 50	12 8	2 7	2 35	4 57	6 16	7 20	9 24	10 18	10 50	12 8	2 40	7 5	9 24	3 0	2 01	3
22	<b>M. Chapel, (Congleton.)</b>	7 35	8 5	10 27	11 5	12 19	2 24	..	..	6 31	7 35	9 37	10 27	11 5	12 19	2 50	..	9 37	4 0	2 61	6
26	<b>Sandbach .....</b>	7 45	8 15	10 35	11 15	12 28	2 31	..	..	6 46	7 45	9 48	10 35	11 15	12 28	..	..	9 48	5 0	3 62	0
31	<b>Crewe .....</b> Arrival	8 1	8 30	10 48	11 30	12 40	2 45	..	5 20	7 0	8 0	10 0	10 48	11 30	12 40	..	..	10 0	5 6	4 02	7
52	<b>Chester .....</b> Arrival	..	9 46	..	12 36	2 41	..	..	..	8 21	..	..	..	..	..	..	..	..	8 6	6 04	6
334	<b>Bastford .....</b>	8 19	10 19	..	..	..	..	..	..	7 19	..	..	..	..	..	..	..	..	6 3	4 62	10
39	<b>Madeley .....</b>	8 37	10 48	..	..	..	..	..	..	7 37	..	..	..	..	..	..	..	..	7 0	5 03	3
413	<b>Whitmore .....</b>	8 45	11 37	11 30	..	1 27	3 24	..	..	7 45	..	10 42	11 30	..	1 27	..	10 42	7 3	5 63	6	
50	<b>Norton Bridge .....</b>	9 4	12 0	..	..	..	3 44	..	..	8 4	..	..	..	..	..	..	..	9 0	6 64	2	
555	<b>Stafford .....</b>	9 14	12 16	12 0	..	1 57	4 0	..	6 10	8 18	..	11 12	12 0	..	1 57	..	11 12	10 0	7 04	8	
61	<b>Penkridge .....</b>	9 33	12 32	..	..	..	4 12	..	..	8 33	..	..	..	..	..	..	..	10 6	7 65	1	
63	<b>Spread Eagle .....</b>	9 41	12 40	..	..	..	..	..	..	8 41	..	..	..	..	..	..	..	11 0	8 05	4	
65	<b>Four Ashes .....</b>	9 47	12 47	..	..	..	..	..	..	8 47	..	..	..	..	..	..	..	11 6	8 65	5	
704	<b>Wolverhampton .....</b>	10 2	1 0	12 35	..	2 34	4 37	..	6 39	9 2	..	11 48	12 35	..	2 34	..	11 51	12 0	9 65	11	
73	<b>Willehall .....</b>	10 14	1 13	..	..	..	4 46	..	..	9 14	..	..	..	..	..	..	..	12 6	9 66	1	
754	<b>Walsall .....</b>	10 17	1 17	..	..	2 49	4 52	..	..	9 17	..	11 55	..	..	..	..	..	13 6	10 66	4	
784	<b>Newton Road .....</b>	10 26	1 26	..	..	..	..	..	..	9 26	..	..	..	..	..	..	..	14 0	10 66	7	
814	<b>Perry Bar .....</b>	10 37	1 39	..	..	..	..	..	..	9 37	..	..	..	..	..	..	..	14 6	11 66	10	
85	<b>Birmingham .. Arrival</b>	11 0	2 0	1 15	..	3 20	5 30	..	7 10	10 0	..	12 36	1 15	..	3 20	..	12 36	15 0	11 07	1	
	Departure	12 0	4 0	1 30	..	4 0	5 45	..	7 20	..	..	12 55	1 30	..	..	..	12 55	..	..	..	
1974	<b>LONDON .....</b> Arrival	5 15	8 45	6 0	..	8 45	10 15	..	10 30	..	..	5 32	6 45	..	..	..	5 32	35 025	016	6	

**\* First Class Passengers booked through from Manchester to London by the trains marked thus \***

No. 1, 1st and 2nd class to Birmingham and intermediate stations, and to all stations between Manchester and Crewe, and from all those stations to Birmingham and the first class stations on the Grand Junction Line, and 3rd class between Manchester and Sandbach. No. 2, 1st and 2nd class to Chester, (without change of carriage), and 1st 2nd and 3rd class to all stations between Manchester and Crewe; also 3rd class to Birmingham and all intermediate stations. No. 3, 1st class to Birmingham, 1st and 2nd to Stockport, Chelford, and Holmes Chapel. Nos. 4, 7, and 10, 1st 2nd and 3rd class; No. 7 leaving Manchester at 2 5 p.m. on Saturdays. Nos 5 and 11, 1st and 2nd class to Birmingham, and intermediate 1st class stations, (Passengers for Chester changing Carriages at Crewe), also to Alderley. No. 6, 1st and 2nd class to Birmingham, and intermediate 1st class stations. No. 9, 1st and 2nd class to Birmingham, and 1st 2nd and 3rd class to Chester and all intermediate stations. On Sundays.—No. 1, 1st and 2nd class to Birmingham and 1st class stations on Grand Junction Line, and 1st and 2nd to Alderley and the principal stations between Manchester and Crewe. Nos. 2, 4, and 5, 1st 2nd and 3rd class. Nos. 3, and 6, 1st and 2nd class to Birmingham, and 1st class stations on the Grand Junction Line, and 1st 2nd and 3rd class to the 1st class stations between Manchester and Sandbach.

(OVER.)

**FROM MANCHESTER TO CHESTER,—52 Miles.**

Passengers and Parcels booked through. Week Days,—7 and 10 a.m., and 5½ p.m., without change of carriage; 11½ a.m. changing carriage at Crewe, and proceeding from that station at 1 35 p.m.,

**FROM CHESTER TO MANCHESTER.**

At 6½ and 11 40 a.m., first and second class; 10½ a.m. and 5 10 p.m., first, second, and third class.

**FROM MANCHESTER TO STOCKPORT.**

At \*6½, 7, 9, \*9 40, 10, 10½, and 11 35 a.m.: 12½, \*1¼, 13, (2½ p.m. except on Saturdays,) 3¼, 4 35, \*5¼, 5½, 6½, 8, and \*8½ p.m.

**Sundays.**—7½, 8, \*9¼, 10, 10½, and \*11¼ a.m.; 2, 5½, 6, \*6¼, 7½, \*8¼, and 9 p.m.

**FROM STOCKPORT TO MANCHESTER.**

At \*¼, 8, 8 40, 9¼, \*9½, 11, and 12 a.m.; \*12½, 1, \*2 20, 3, 4, 4 42, 5, 5 44, 6½, \*7 44, 8¼, and \*10 7 p.m.

**Sundays.**—\*4 20, 7½, 9, 9 40, and \*10 50 a.m.; 1½, \*2 35, \*4 42, 5½, 7, \*8 5, and \*½ p.m.

These trains stop at Longsight, Levenshulme, and Heaton Norris, to take up or set down passengers when required, except those marked thus \*. To the Luggage Train leaving Manchester every night (Sundays excepted,) at half-past eleven, is attached a second class carriage, by which passengers may be booked (from Manchester only) to Heaton Norris,—Fare 1s.

**Rates for Horses and Carriages.**

From Manchester to	HORSES.						CARRI- AGES.	Excess Lang. per lb	Dogs each.
	One property and in same box.								
	1	2		3					
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	s. d.	
STOCKPORT .....	5 0	10 0	15 0	7 0	0½	0 3			
CHELFORD .....	6 0	12 0	18 0	8 0	0	0 6			
HOLMES CHAPEL .....	6 6	13 0	19 6	10 0	0½	0 9			
SANDBACH .....	7 0	14 0	21 0	11 0	0	1 0			
CREWE .....	7 6	15 0	22 6	12 0	0	1 0			
CHESTER .....	13 0	26 0	39 0	19 0	0½	1 6			
WHITMORE .....	12 6	25 0	37 6	22 0	1	2 0			
STAFFORD .....	14 0	28 0	42 0	22 0	0	3 0			
WOLVERHPTN. ....	17 6	35 0	52 6	25 6	0	7 0			
BIRMINGHAM. ....	21 0	42 0	63 0	30 0	0	7 0			
LONDON .....	66 0	127 0	178 0	70 0	2	7 0			

**Trains in conjunction with Coaches and Omnibuses to and from Leek, Congleton, Knutsford, &c.**

Week Days.	From Manchester to Leek, (Macclesfield Station.)	From Leek by coach to Macclesfield Station.	From Manchester to Knutsford, (Chelford Station.)	From Knutsford by omnibus to Chelford.	From Manchester to Congleton, (Holmes Chapel Sta.)	From Congleton by omnibus to Holmes Chapel Station.
	9 0 a.m. 5 30 p.m.	8 15 a.m. 3 45 p.m.	7 0 a.m. 9 40 .. 1 45 p.m. 6 30 ..	8 20 a.m. 1 0 .. 4 15 p.m. 6 20 ..	9 40 a.m. 5 15 p.m.	7 50 a.m. 3 40 p.m.
<b>Sundays.</b>	7½ a.m. 5½ p.m.	7 0 a.m. 2 45 p.m.	10 0 a.m. 6 15 p.m.	9 30 a.m. 4 0 p.m.	.. ..	.. ..

**THE QUEEN'S HOTEL, ALDERLEY**

TERMS:—BED, BREAKFAST, & ATTENDANCE ..... 21s. per Week.  
BOARD, LODGING, & ATTENDANCE ..... 50s. per Week.  
DINNER on a moderate Scale got up for large or small Parties.

**PASSENGER FARES between Manchester Leek, Knutsford, and Congleton.**

By single Ticket to or from Manchester.	Leek.			Knutsford.			Congleton.		
	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	4 6	3 6	2 6	6 3	6 2	0 1	6 5	0 3	0 2 0

**MACCLESFIELD BRANCH.**

**From Manchester** at 7½, \*9 and 10½ a.m.; 12½, 4 35, \*5½, and 8 p.m.  
On SUNDAYS at \*7½ and 10½ a.m.; \*5½ and 7½ p.m.  
**From Macclesfield** at 7½, 8 50, and \*10 25 a.m.; 12½, 4½, \*5½, and 7½ p.m.  
On SUNDAYS at 6½ and \*9 a.m.; \*4½ and 7½ p.m.  
**Fares between Manchester and Macclesfield**—1st class, 3s.; 2nd class, 2s.; 3rd class, 1s. 6d.

\* Trains marked thus \* run in connexion with Coaches to and from Leek.



## From BIRMINGHAM to BRISTOL, (London and Birmingham Station.)

Miles.	Down Trains.	1	2	3	4	5	6	7	8	9	10	11	12	FARES.		
		1 & 2	1 & 2	1, 2, 3	1 & 2 to	1 & 2	1 & 2	1 & 2	1 & 2	1 2 3	1 & 2	1 & 2	1st	From Birmingham		
		class	class.	class.	Glostr	class.	class.	class.	class.	class.	class.	class.	class	1 cls.	2 cls.	3 cls.
		Mail.			Glostr		Mail.						Exp.			
	TRAINS LEAVE	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	s. d.	s. d.	s. d.
0	Birmingham	1 0		6 0	8 10		11 10	2 0		5 15	6 0		7 30			
2	Camp Hill			6 10												
4	Moseley			6 15												
8	Longbridge			6 35												
11	Barnt Green			6 40	8 40					5 50						
13	Blackwell			6 45	8 45		11 50	2 45		6 0	6 30					
15	Bromsgrove	1 45		6 55	8 55		12 0	2 55		6 15	6 40		8 0			
17	Stoke Works			7 0	9 0			3 1		6 21						
20	Droitwich	1 59		7 9	9 8		12 12	3 10		6 32	6 52					
22	Dunhamstead			7 14						6 37						
26	Spetchley	2 17		7 33	9 25		12 28	3 25		7 0	7 7		8 25			
30	Worcester.	2 47	{ arrival	8 5	10 0		1 2	4 0		7 35	7 42		8 55			
	{ departure	1 41		6 55	8 45		11 47	2 50			6 37		7 50			
28	Norton			7 38												
29	Wadborough			7 43												
32	Besford			7 49												
33	Defford			7 57	9 40		12 50	3 45								
34	Eckington			8 3	9 45		12 55				7 30					
37	Bredon			8 15	9 55			3 55								
39	Ashchurch	2 54		8 25	10 0		1 8	4 5			7 52					
41	Tewkesbury	3 9	{ arrival	8 36	10 10		1 14	4 15			8 2					
	{ departure	2 34		8 15	9 53		12 58	3 54			7 45					
43	Cleve			8 35							8 3					
46	Cheltenham	3 12	7 30	8 52	10 20	12 30	1 25	4 27	5 15		8 17	8 45	9 5			
48	Radgworth			9 0		12 40			5 20			8 50				
53	Gloucester about.	3 50	8 0	9 15	10 55	12 45	2 5	5 0	5 30		8 45	9 0	9 25			
62	Stonehouse.		8 15		11 15		2 20	5 23			9 5					
63	Frocester				11 20			5 29								
68	Berkeley Road		8 37		11 30		2 42	5 43			9 18					
73	Charfield		8 49		11 42		2 55	5 56			9 31					
75	Wickwar		8 56		11 48		3 2	6 2								
80	Yate		9 10		12 0		3 15	6 13			9 46					
84	Mangotsfield		9 20		12 9		3 25	6 20								
90	Bristol arrival	5 20	9 35		12 30		3 40	6 35			10 5		10 30			
102	Bath		10 30		1 10		5 0									
123	Bridgewater		11 29		4 3		6 20	8 15								
135	Taunton		11 50		4 23		6 45	8 35								
166	Exeter		1 5		5 32		8 0	9 50								

Day Tickets to and from every Station.

Fares not Published.

## From BRISTOL to BIRMINGHAM, (Great Western Station.)

Miles.	Up Trains.	1	2	3	4	5	6	7	8	9	10	11	12		
		1, 2, 3 class.	1 & 2 class.	1 & 2 class.	1 & 2 class.	1 & 2 class.	1 & 2 class. Mail.	1 & 2 class.	1 & 2 class.	1st class Exp.	1, 2, 3 class.	1 & 2 class.	1 & 2 class. Mail.		
	TRAINS LEAVE	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.		
0	<b>Bristol</b>	..	6 0	..	8 20	..	11 0	1 40	..	4 45	5 0	..	6 55	..	..
6	Mangotsfield .....	..	..	..	8 35	..	11 10	..	..	..	5 16	..	..	..	..
10½	Yate .....	..	6 26	..	8 46	..	11 25	2 3	..	..	5 28	..	7 20	..	..
15	Wickwar .....	..	..	..	9 0	..	..	..	..	..	5 40	..	..	..	..
17	Charfield .....	..	6 45	..	9 6	..	11 41	2 22	..	..	5 48	..	7 39	..	..
22½	Berkley Road .....	..	7 0	..	9 20	..	11 54	2 34	..	..	6 2	..	7 52	..	..
26½	Procester .....	..	..	..	9 33	..	12 6	..	..	..	6 14	..	..	..	..
28½	Stonehouse .....	..	7 15	..	9 39	..	12 10	2 48	..	..	6 26	..	8 5	..	..
37½	<b>Gloucester</b> .....	..	7 45	8 45	10 20	11 30	12 45	3 15	3 50	5 50	7 15	7 30	8 50	..	..
42½	Badgworth .....	..	..	8 55	..	11 40	..	..	4 0	..	7 25	7 40	..	..	..
44½	<b>Cheltenham</b> .....	..	8 5	9 5	10 40	11 50	1 5	3 40	4 10	6 5	7 35	7 50	9 10	..	..
47½	Cleeve .....	..	8 10	..	..	..	..	..	..	..	7 40	..	..	..	..
51½	<b>Ashchurch</b> .....	..	8 22	..	11 0	..	1 23	4 0	..	..	7 53	..	9 26	..	..
53½	<b>Tewkesbury</b> .. { arrival departure .....	..	8 32	..	11 10	..	1 34	4 10	..	..	8 3	..	9 40	..	..
53½	.. { arrival departure .....	..	8 15	..	10 53	..	1 17	3 54	..	..	7 43	..	*9 20	..	..
53½	Bredon .....	..	8 27	..	..	..	1 30	..	..	..	7 55	..	..	..	..
56½	Eckington .....	..	8 35	..	..	..	..	..	..	..	8 5	..	..	..	..
57½	Defford .....	..	8 40	..	..	..	1 42	..	..	..	8 10	..	..	..	..
58½	Besford .....	..	..	..	..	..	..	..	..	..	8 13	..	..	..	..
61½	<b>Wadborough</b> .....	..	8 50	..	..	..	..	..	..	..	8 19	..	..	..	..
62½	Norton .....	..	..	..	..	..	..	..	..	..	8 29	..	..	..	..
64½	<b>Spetchley</b> .....	6 45	9 0	..	11 35	..	2 0	4 35	..	6 40	8 45	..	10 6	..	..
68½	<b>Worcester</b> .. { arrival departure .....	..	9 5	..	12 10	..	2 35	5 10	..	7 10	9 20	..	10 36	..	..
68½	.. { arrival departure .....	6 0	8 20	..	10 55	..	1 20	3 55	..	6 10	8 10	..	9 26	..	..
68½	Dunhamstead .....	7 0	..	..	..	..	..	..	..	..	9 0	..	..	..	..
70½	<b>Droitwich</b> .....	7 5	9 15	..	11 48	..	2 22	4 55	..	..	9 10	..	10 23	..	..
73½	Stoke Works .....	7 15	9 25	..	..	..	2 32	..	..	..	9 20	..	..	..	..
75½	<b>Bromsgrove</b> .....	7 20	9 32	..	12 5	..	2 40	5 15	..	7 5	9 35	..	10 35	..	..
77½	Blackwell .....	7 35	9 47	..	..	..	2 52	..	..	..	9 45	..	..	..	..
79½	Barnet Green .....	7 40	..	..	..	..	3 0	..	..	..	9 51	..	..	..	..
81½	Longbridge .....	..	..	..	..	..	..	..	..	..	9 55	..	..	..	..
86½	Mosley .....	..	..	..	..	..	..	..	..	..	10 15	..	..	..	..
88½	Camp Hill .....	..	..	..	..	..	..	..	..	..	10 20	..	..	..	..
90½	<b>Birmingham arrival</b> .....	8 15	10 20	..	12 55	..	3 35	6 0	..	7 45	10 30	..	11 15	..	..

FARES.—Day Tickets.

1st Class. 2nd Class.  
s. d. s. d.

Between Tewkesbury and Ashchurch .....

Between Tewkesbury or Ashchurch and Cheltenham .....

Between Tewkesbury or Ashchurch and Gloucester .....

Between Cheltenham and Gloucester .....

Between Stonehouse and Bristol .....

Between Mangotsfield and Bristol .....

First and second class carriages to all the trains except the express, which has first class only.

Mail Trains only run on Sundays. \*On Sundays this train leaves Tewkesbury at 9 5 p.m.

Day tickets to and from every station.—FARES NOT PUBLISHED.

29 MIDLAND RAILWAY—SOUTH BRANCH. (Late Midland Counties.)

Miles.	STATIONS.	DOWN TRAINS.									Sunday Trains.			
		1, 2, 3 class.	1 & 2 class.	3 1st class.	4 1, 2cl. Mail.	5 4 class.	6 1 & 2 class.	7 1 & 2 class.	8 1 & 2 class.	9 1, 2cl. Mail.	1, 2, 3 class.	1 & 2 class.	1, 2, 3 class.	4 1, 2cl. Mail.
—	DEPART FROM	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.
—	London	6 15	9 0	10 30	7 0	12 0	12 30	5 30	8 45	9 45	7 30	8 10	9 45	10 0
—	Birmingham	8 30	10 0	11 45	12 0	12 35	4 0	5 45	6 28	7 28	8 10	8 45	9 45	10 0
—	Coventry	9 11	10 44	12 49	1 30	4 44	6 28	7 28	8 10	9 45	10 0	10 45	11 45	12 45
—	Rugby	6 45	9 45	11 45	1 30	4 40	6 30	8 50	11 45	12 45	7 30	8 10	9 45	10 45
7 2	Uilesthorpe	7 6	10 0	11 45	1 45	2 0	3 35	5 45	9 10	10 10	7 50	8 20	9 45	10 45
11	Broughton	7 15	10 8	11 45	2 15	3 45	5 45	9 10	10 10	10 10	8 0	8 20	9 45	10 45
16 1	Wigston	7 30	10 10	11 45	2 30	4 0	5 45	9 10	10 10	10 10	8 12	8 20	9 45	10 45
20	Leicester	7 45	10 30	12 20	2 15	2 45	4 15	6 20	9 40	12 25	8 30	8 45	9 45	10 45
24 3	Syston	7 55	10 40	12 20	2 25	3 3	4 27	6 30	9 50	12 25	8 45	8 55	9 45	10 45
27 2	Sibley	8 2	10 53	12 20	3 15	4 35	6 40	9 50	12 25	12 25	8 54	9 0	9 45	10 45
30	Barrow	8 8	11 0	12 20	3 24	4 40	6 50	10 0	12 25	12 25	9 2	9 10	9 45	10 45
32 1	Loughboro'	8 15	11 0	12 20	2 45	3 53	4 45	7 0	10 10	1 0	9 10	9 20	9 45	10 45
32 1	Kegworth	8 29	11 10	12 20	2 55	3 50	5 0	7 10	10 20	1 12	9 22	9 30	9 45	10 45
41 1	Long Eaton	8 50	11 35	12 20	4 0	4 22	5 25	7 30	10 20	1 12	9 45	9 55	9 45	10 45
44 1	Beeston	9 0	11 40	12 20	4 22	5 25	7 30	10 20	1 12	1 12	9 53	10 0	9 45	10 45
47 1	Nottingham	9 10	12 0	12 20	3 40	4 40	5 45	7 45	11 0	1 45	10 0	3 10	8 30	1 45
42 1	Sawley	8 44	11 0	12 20	4 10	5 13	7 25	10 20	1 12	1 12	9 40	9 50	9 45	10 45
45 1	Borowash	8 55	11 0	12 20	4 22	5 20	7 35	10 20	1 12	1 12	9 50	10 0	9 45	10 45
46 2	Spondon	9 0	11 45	12 20	4 30	5 25	7 35	10 20	1 12	1 12	10 0	10 10	9 45	10 45
49 1	Derby	9 10	11 45	12 25	3 40	4 40	5 45	7 50	11 0	1 45	10 0	3 10	8 30	1 45
94 1	Sheffield	11 35	12 45	1 25	3 20	5 45	8 15	10 15	11 0	1 45	10 0	3 10	8 30	1 45
122	Leeds	1 0	2 50	4 15	6 50	9 40	12 40	1 45	2 45	3 45	5 45	7 45	9 45	11 45
136 1	York	2 0	4 20	4 40	7 30	10 15	12 15	1 45	2 45	3 45	5 45	7 45	9 45	11 45
181 1	Newcastle	6 20	7 45	7 45	11 0	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15
181 1	Hull	3 0	5 30	5 40	9 0	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15
160 1	Manchester	3 5	6 40	7 30	9 30	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45

Nottingham to Derby.

Miles.	STATIONS.	1, 2, 3 class.	2 class.	3 class.	4 1 & 2 class.	5 class.	6 4th class.	7 1 & 2 class.	8 class.	9 class.	10 class.	11 class.	12 class.	13 class.
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	DEPART FROM	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	Nottingham	7 0	8 15	10 30	12 45	3 0	3 30	5 0	7 0	9 40	11 0	11 45	12 45	1 45
3	Beeston	7 9	8 20	10 37	12 45	3 7	3 40	5 7	7 9	9 49	11 0	11 55	12 55	1 55
6	Long Eaton	7 15	8 45	10 45	12 55	3 15	3 50	5 15	7 18	9 58	11 10	12 0	1 0	2 0
8 1	Sawley	7 20	8 50	10 50	13 0	3 20	4 0	5 22	7 26	10 0	11 10	12 10	1 10	2 10
11 1	Borowash	7 35	9 0	10 55	13 15	3 30	4 22	5 30	7 35	10 10	11 20	12 20	1 20	2 20
13	Spondon	7 45	9 15	11 0	13 25	3 40	4 30	5 35	7 40	10 15	11 25	12 25	1 25	2 25
15 1	Derby	7 45	9 15	11 15	13 25	3 45	4 45	5 45	7 45	10 15	11 25	12 25	1 25	2 25

Trains numbered 2 & 5 on week days, and 3 on Sundays stop at Countesthorpe station to take up and put down passengers.

London time is kept at all the stations.

On Saturdays, the 245 and 620 p.m. trains from Leicester will put passengers down at Cossington Gate.

Third class carriages will be attached at Leicester to the Down train No. 1, and detached at that place from the Down train No. 2.—They will be attached to the No. 2 train from Nottingham as far as Leicester.

N.B.—Passengers with large quantities of Luggage must be at the station ten minutes before the departure of the trains.

Trains carrying Passengers at One Penny per mile will start from Derby for Nottingham, Rugby, and London, at 10 50 a.m., and leave Rugby at 1 40 p.m., calling at all the stations. On Sunday these trains will leave Rugby for Derby, &c., at 7 1/2 a.m., and Derby in returning at 7 p.m.

On Saturdays, a Market Train, consisting of 1st, 2nd, and 3rd class carriages, will leave Leicester at 5 p.m. for Wigston, Countesthorpe, Broughton, and Uilesthorpe.

Third Class Passengers cannot be booked to or from any of the intermediate stations by No. 9 Train from Derby to Nottingham.



## UP TRAINS.

STATIONS.		1	2	3	4	5	6	7	8	9	1	2	3	4
Mis.	Depart from	1 & 2 Class	1 & 2 Class	1 & 2 Class	1 & 4 Class	1 & 2 Class	1 & 2 Class	1 & 2 Class	1,2&3 Class	1 & 2 Class	1,2&3 Class	1 & 2 Class	1,2&3 Class	1 & 2 Class
		Mail. p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	Mail p.m.	Mail. p.m.	a.m.	p.m.	Mail a.m.
—	<b>Manchester</b> .....	..	..	..	..	6 45	..	..	1 0	4 0	..	..	..	10 15
—	<b>Hull</b> .....	..	..	..	..	8 35	10 30	10 30	2 0	5 55	..	..	..	5 55
—	<b>Newcastle</b> .....	16 50	..	..	..	5 30	8 30	8 30	10 15	3 30	10 50	..	..	3 30
—	<b>York</b> .....	3 0	..	5 30	5 30	9 50	11 45	11 45	3 10	7 5	3 0	5 30	..	7 5
—	<b>Leeds</b> .....	3 30	..	6 0	6 0	10 20	12 15	12 15	4 0	7 35	3 30	7 30	3 0	7 35
—	<b>Sheffield</b> .....	..	..	7 16	7 40	11 20	12 55	1 40	5 15	8 40	..	8 40	4 10	8 40
—	<b>Derby</b> .....	7 10	8 30	10 0	10 50	2 0	3 0	4 30	8 15	11 0	7 10	12 15	7 0	11 0
24	<b>Spondon</b> .....	..	..	..	10 58	..	..	..	..	..	..	..	..	..
4	<b>Borrowash</b> .....	..	8 38	..	11 3	..	..	..	8 25	..	..	..	7 10	..
7	<b>Sawley</b> .....	7 20	8 45	..	11 13	..	..	..	8 35	..	7 20	..	7 20	..
—	<b>Nottingham</b> .....	7 0	8 15	10 0	10 50	2 0	..	4 30	8 15	10 50	7 0	12 15	7 0	10 50
3	<b>Beeston</b> .....	..	8 20	..	11 0	..	..	..	8 23	..	..	..	7 10	..
6	<b>Long Eaton</b> .....	..	8 30	..	11 10	..	..	..	8 30	..	..	..	7 20	..
12	<b>Kegworth</b> .....	..	9 0	10 25	11 30	2 25	..	4 50	8 50	11 20	7 25	12 45	7 25	11 20
162	<b>Loughborough</b> .....	7 40	9 17	10 37	11 46	2 35	..	5 5	9 2	11 30	7 40	1 0	7 47	11 30
191	<b>Barrow</b> .....	..	9 28	..	11 55	..	..	..	9 13	..	7 49	..	7 58	..
212	<b>Sileby</b> .....	..	9 35	..	12 3	..	..	5 20	9 20	..	7 55	..	8 5	..
242	<b>Syston</b> .....	8 0	9 43	10 58	12 14	2 50	..	5 30	9 30	11 45	8 0	1 20	8 15	11 45
291	<b>Leicester</b> .....	8 30	10 0	11 15	12 35	3 5	4 0	5 50	9 45	12 15	8 30	1 40	8 30	12 15
322	<b>Wigston</b> .....	..	10 10	..	12 48	..	..	..	9 55	..	8 40	..	8 10	..
382	<b>Broughton-Astley</b> .....	..	10 25	..	1 9	..	..	..	10 0	..	8 50	..	8 55	..
412	<b>Ullesthorpe</b> .....	8 50	10 35	11 45	1 18	3 27	..	6 20	10 15	12 35	9 10	2 10	9 10	12 35
491	<b>Rugby</b> .. arrival ..	9 15	11 0	12 15	1 50	4 0	4 45	6 45	10 30	1 5	9 30	2 30	9 30	1 5
—	<b>Coventry</b> .....	10 2	11 39	..	2 52	4 40	..	9 17	..	..	..	..	12 2	..
—	<b>Birmingham</b> .....	10 50	12 40	..	3 40	5 40	..	10 0	..	..	..	..	12 50	..
132	<b>London</b> .....	1 0	2 45	3 45	6 0	7 15	7 55	10 15	..	5 32	1 0	6 45	..	5 32

## DERBY TO NOTTINGHAM.

		1	2	3	4	5	6	7	8	9	1	2	3
Mis.	STATIONS.	1 & 2	1 & 2	1,2, & 3	4	1 & 2	1 & 2	1 & 2	1,2, & 3	1,2, & 3	Mail.	1,2, & 3	1,2, & 3
		Class	Class	Class	Class	Class	Class	Class	Class	Class		Class	Class
Depart from		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.
—	<b>Derby</b> .....	2 15	8 30	9 10	10 50	12 40	2 30	4 15	5 50	8 40	2 15	8 0	7 10
24	<b>Spondon</b> .....	..	..	9 15	10 58	12 45	2 35	..	5 58	..	..	8 5	7 15
4	<b>Borrowash</b> .....	..	..	9 20	11 3	12 55	2 40	..	6 3	8 50	..	8 10	7 20
7	<b>Sawley</b> .....	..	..	9 28	11 13	1 0	2 47	..	6 10	8 58	..	8 18	7 28
91	<b>Long-Eaton</b> .....	..	..	9 35	11 25	1 5	2 53	..	6 15	9 3	..	8 25	7 33
124	<b>Beeston</b> .....	..	..	9 45	11 30	1 10	3 0	..	6 20	9 10	..	8 30	7 40
154	<b>Nottingham</b> .. arrival ..	2 50	9 15	10 0	11 50	1 25	3 15	4 45	6 35	9 25	2 50	8 45	7 55

## SUNDAYS.

The Trains numbered 4, and 8 on Week-days, and 1, and 3 on Sundays, stop at Countesthorpe Station to take up and set down passengers.

Day Tickets, at a reduction of one-third on the double journey, are issued to first and second class passengers, but on no account to be transferred. A portion of the ticket will be cut off on being exhibited at the completion of the first journey. On returning, the passenger will require it re-stamping before entering the carriage, without which it will not be allowed. Day Tickets will only be available as such on the days on which they are issued, except those taken out on Saturday, which will be available on the Sunday and Monday following. The trains for which these tickets are issued, or by which passengers may return, are:—From Derby to Rugby, at 7.10, 8.30, and 10 a.m.; 2.45 and 8.2 p.m.; from Nottingham at 7.34, and 10 a.m.; 2.45, and 8.2 p.m.; Rugby to Derby and Nottingham, 6.2 and 9.4 a.m.; 1.5, 3.20, 5.5 and 8.30 p.m.; Derby to Nottingham, 3.2, and 9.10 a.m.; 12.40, 2.43, 5.50, and 8.10 p.m.; Nottingham to Derby, 7.24, and 10.1 a.m.; 12.4, 3.5, 7, and 9.40 p.m.

On Saturday the 8.4 a.m. train will take up Passengers at Cossington Gate for Leicester.

MAIL TRAINS.—Passengers for London, Rugby, Nottingham, and Derby only, are conveyed from Syston by the Mail Trains.

The Company do not GUARANTEE the arrival of the Trains at the respective Stations at the times stated, but will use their best endeavours to ensure PUNCTUALITY.

Miles.	DOWN TRAINS.		Derby to Leeds.									Sundays.		
	STATIONS.		1&10	2	3	4	5	6	7	8	9	11	12	13
	Departure from		Mail	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
	<b>LONDON.....</b>		9 0	..	..	6 15	6 15	9 0	10 30	7 0	12 0	..	7½	10
	<b>BIRMINGHAM</b>		12 0	..	7 0	..	10 30	..	1 25	2 0	3 45	..	..	..
			a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.
			2 0	6 0	9 20	12 0	12 30	1 45	4 0	5 0	6 0	6 45	3 45	5 0
54	<b>DERBY</b>		a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.
	Duffield ... arrival		6 0	9 20	12 0	12 30	1 45	4 0	5 0	6 0	6 45	3 45	5 0	..
74	Belper .....		6 17	9 35	..	12 45	..	4 13	5 23	6 20	7 2	3 58	5 17	..
104	Amber Gate .....		6 28	9 45	..	12 55	..	4 23	5 36	6 30	7 13	4 8	5 28	..
14	Wingfield .....		6 40	9 57	..	..	..	4 30	5 50	6 40	7 25	4 19	5 40	..
172	Stretton .....		6 50	10 4	..	..	..	..	6 5	..	7 36	..	5 50	..
204	Clay Cross .....		6 58	10 8	..	..	..	..	6 15	..	7 43	..	5 58	..
244	<b>Chesterfield</b>		2 40	7 8	10 20	12 45	1 30	2 25	4 45	6 31	7 10	7 53	4 42	6 8
272	Staveley .....		..	7 17	10 30	..	..	..	6 45	..	8 2	..	6 17	..
304	Eckington .....		..	7 23	10 39	..	1 45	..	5 0	7 0	7 25	8 8	4 56	6 23
354	Woodhouse Mill ..		..	7 34	10 53	..	..	..	7 20	..	8 19	..	6 34	..
40	<b>Masbro'</b>		3 10	7 45	11 15	1 20	2 10	3 0	5 20	7 40	7 50	8 30	5 16	6 45
45	<b>SHEFFIELD</b>		3 40	8 10	11 35	..	2 30	3 20	5 45	8 15	8 15	9 10	5 45	7 0
	Departure .....		2 45	7 15	10 45	..	1 40	2 30	4 50	7 20	7 20	8 0	4 50	6 15
45	Swinton .....		..	8 1	11 35	..	2 23	..	5 35	8 10	8 10	8 50	5 34	7 1
47	Wath .....		..	8 8	..	..	2 28	..	..	8 15	8 15	8 56	..	7 8
49	Darfield .....		..	8 15	11 45	..	..	..	..	8 20	8 20	9 2	..	7 15
534	<b>Barnsley</b>		3 43	8 28	11 55	..	2 43	..	5 50	8 30	8 30	9 15	5 52	7 28
564	Royston & Notton ..		..	8 39	..	..	..	..	..	8 38	8 38	9 26	..	7 39
604	<b>Oakenshaw</b>		4 5	8 49	12 10	..	3 0	..	6 10	8 48	8 48	9 38	6 10	7 49
634	<b>Normanton</b>		4 15	9 0	12 30	2 15	3 15	3 45	6 20	9 0	9 0	9 50	6 25	8 0
664	Methley .....		..	9 10	12 35	..	3 20	3 50	6 30	9 10	9 10	10 0	6 35	8 10
68	<b>Woodlesford</b>		..	9 15	12 40	..	3 24	3 55	6 35	9 15	9 15	10 5	6 40	8 15
73	<b>LEEDS</b>		4 55	9 30	1 0	2 50	3 45	4 15	6 50	9 40	9 40	10 25	6 55	8 30
112	<b>MANCHESTR</b>		a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	LIVERPOOL		8 36	11 0	3 5	..	6 40	6 40	9 30	..	..	1 30	9 40	10 50
142	YORK		10 12	12 15	5 25	..	10 0	10 0	..	..	..	6 40	..	..
87	<b>HULL</b>		5 20	11 10	2 0	4 20	4 20	4 40	7 30	10 15	10 15	..	7 30	..
111	<b>NEWCASTLE</b>		6 30	12 15	3 0	..	5 36	5 40	9 0	..	..	..	9 0	..
			8 45	3 30	6 20	7 45	7 45	7 45	11 0	..	..	..	11 0	..

## Sheffield & Rotherham

### From Sheffield.

8½, 9½, 10½ & 11½ a.m.; 12½, 1½, 2½, 3½, 4½, 5½, 6½, and 8 p.m.

### From Rotherham.

9, 10, and 11 a.m.; 12 noon, 1, 2, 3, 4, 5, 6, 7, and 8½ p.m.

**On Sundays** from Sheffield at 9 a.m.; 1½, 2½, 6½, and 8 p.m. — From Rotherham 9½ a.m.; 2, 3, 7, and 8½ p.m.

**On Mondays** an additional train from Sheffield at 7 a.m.

**FARES**—From Sheffield to Rotherham, 1st class, 1s.; 3rd, 6d.; to Brightside, 1st class, 6d.; 3rd, 3d. Rotherham to the Holmes, 1st class, 6d.; 3rd, 3d.; to Brightside, 1st class, 8d.; 3rd, 4d.

Third class trains at one penny per mile;—From Leeds to London, at 6 a.m.; from Rugby to Leeds, at 1 40 p.m.; and from Derby at 5 p.m.—On Sundays: From Leeds to Derby, at 7 30 a.m.; and from Derby to Leeds at 6 45 a.m., and 5 p.m., calling at all the stations.

Third class passengers will be conveyed from London by the 7 a.m. train, arriving in Leeds the same evening. Fares, 17s. 2d.

First class carriages are attached to all the trains: second class to all except No. 6; and third class carriages to Nos. 2 and 3.

**COACHES**.—**SWINTON STATION**:—Conveyances from and to Doncaster meet Nos. 4, 5, 6, and 9 Up, and 2, 3, 5, 7, 8, and 9 Down trains.  
**LEEDS STATION**:—Coaches from and to Harrogate, Bradford, Otley, Knaresbro', Ripon, Bingley, Keighley, Skipton, Settle, Kirkby Lonsdale, &c., meet the various trains.  
**MASBRO' STATION**:—A Coach from Lincoln, via Retford, meets Nos. 4 Down, 6 & 7 Up trains, and returns after the arrival of Nos. 6 and 7 Up and 4 Down trains.

Distance	UP TRAINS.		Leeds to Derby.										Sundays.				
	STATIONS.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
	Departure from	mail	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	mail	p.m.	a.m.	a.m.	mail	p.m.
	Newcastle ..	10 50	..	..	..	..	5 30	8 30	..	10 15	3 30	10 50	..	..	..	3 30	..
	HULL .....	..	..	..	..	..	8 35	10 30	..	2 0	5 55	a.m.	..	..	..	5 55	..
	YORK .....	3 0	..	5 30	5 30	..	9 50	11 45	..	3 10	7 5	3 0	6 45	..	..	7 5	..
	Liverpool ..	..	..	..	..	..	..	..	..	11 45	..	..	..	..	..	..	..
	Manchester ..	..	..	..	..	..	8 0	9 15	..	1 0	5 0	..	..	..	..	..	..
Mls.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.		
5	LEEDS .....	6 30	..	6 0	6 0	10 20	..	12 15	12 15	4 0	7 35	3 30	7 30	3 0	7 35	..	..
5	Woodlesford arr.	..	..	6 10	6 10	10 30	..	12 25	12 25	4 5	7 45	..	7 38	3 8	7 45	..	..
62	Methley .....	..	..	6 15	6 15	10 35	..	12 30	12 30	4 13	7 50	..	7 43	3 13	7 50	..	..
92	Normanton ..	4 0	..	6 30	6 45	10 45	11 0	12 45	1 0	4 25	8 10	4 0	7 54	3 24	8 10	..	..
123	Oakenshaw ..	4 7	..	6 38	6 55	10 53	..	..	1 10	4 41	8 17	4 7	8 11	3 41	8 17	..	..
164	Royston & Notton	..	..	6 48	7 9	..	..	..	..	4 53	..	..	8 23	3 53	..	..	..
193	Barnsley .....	4 28	..	6 58	7 20	10 10	..	..	1 30	5 2	8 35	4 28	8 32	4 2	8 35	..	..
24	Darfield .....	..	..	7 12	7 35	..	..	..	..	5 13	..	..	8 43	4 13	..	..	..
26	Wath .....	..	..	7 18	7 43	..	..	..	1 45	5 18	..	..	8 48	4 18	..	..	..
28	Swinton .....	..	..	7 24	7 51	11 25	..	..	1 50	5 25	8 50	..	8 55	4 25	8 50	..	..
33	Masbro' .....	4 55	6 45	7 39	8 10	11 45	12 0	1 25	2 10	5 39	9 0	4 55	9 9	4 39	9 0	..	..
38	Sheffield arrvl	..	..	8 10	8 30	12 15	12 15	1 45	2 30	6 10	9 35	..	9 40	5 10	9 35	..	..
	„ departure	..	6 20	7 16	7 40	11 20	..	12 55	1 50	5 15	8 40	..	8 40	4 10	8 40	..	..
374	Woodhouse Mill.	..	7 5	7 53	8 27	..	..	..	..	5 59	..	..	9 29	4 59	..	..	..
424	Eckington .....	..	7 20	8 5	8 45	12 5	..	..	2 35	6 14	..	..	9 44	5 14	..	..	..
454	Staveley .....	..	7 28	8 12	8 55	..	..	..	..	6 23	..	..	9 53	5 23	..	..	..
484	Chesterfield. 5 38	7 39	8 27	9 8	12 20	12 35	1 55	2 50	6 35	9 35	5 38	10 5	5 35	9 35	..	..	..
524	Clay Cross .....	..	7 51	..	9 20	..	..	..	3 0	6 47	..	..	10 17	5 47	..	..	..
554	Stretton .....	..	8 0	..	9 27	..	..	..	..	6 57	..	..	10 27	5 57	..	..	..
59	Wingfield .....	..	8 8	8 52	9 40	12 45	..	..	3 20	7 5	..	..	10 35	6 5	..	..	..
624	Amber Gate .....	..	8 17	9 4	9 52	12 53	..	..	3 30	7 14	..	..	10 44	6 14	..	..	..
652	Belper .....	6 5	8 26	9 15	10 0	1 0	..	..	3 40	7 23	10 10	6 5	10 55	6 23	10 10	..	..
672	Dudfield .....	..	8 33	..	10 5	..	..	..	..	7 29	..	..	10 59	6 29	..	..	..
73	DERBY .....	6 40	9 0	9 40	10 30	1 30	1 40	2 45	4 10	7 50	10 35	6 40	11 20	6 50	10 35	..	..
114	Birmingham	10 20	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.		
	LONDON .....	1 0	..	12 30	12 30	3 50	3 50	6 30	6 30	10 15	12 40	10 20	..	8 40	12 40	..	..
		..	..	3 45	7 0	7 15	7 15	7 55	10 15	..	1 45	1 0	6 0	..	4 45	..	..

London time is kept at all the Stations.

COACHES, &c.—Eckington station:—A Coach from and to Sleaford, Lincoln, Newark, Ollerton, Workson, &c., meets Nos. 5 up, and 3 down, trains; and returns after the arrival of the No. 7 up train. Also, one from and to Workson, Retford, &c., meets Nos. 5 up, and 3 down, and waits for Nos. 8 up, and 7 down, trains. Passengers are booked through from Derby to this station, being the most economical and expeditious route to Manchester, Leeds, York and Sheffield.

DAY TICKETS, at a reduction of one-third on the double journey, are issued to first and second class Passengers, but on no account to be transferred. A portion of the Ticket will be cut off on being exhibited at the completion of the first journey. On returning, the passenger will require it re-stamping before entering the carriage, without which it will not be allowed. Day Tickets will only be available as such on the days on which they are issued, except those issued on Saturday, which will be available on the Sunday and Monday following. The trains for which these tickets are issued, or by which passengers may return, are:—From Derby to Leeds at 6 and 9.30 a.m., 12.45, and 6 p.m.; from Leeds to Derby at 3, 6, and 10.20 a.m., 12.45, and 4 p.m.

Nos. 2, 3, 4, 5, 6, 7, 8, 9, 11 & 13, are in connexion at Derby with trains to Nottingham; to Leicester & Loughborough, by all the trains except the second and seventh.

Third class passengers will be conveyed from Leeds by the 6 a.m. train, arriving in London the same evening. Fare 17s. 2d.

First class carriages are attached to all the trains; second class to all except No. 7; and third class to Nos. 2 and 9.

Amber Gate station—Matlock—omnibuses meet Nos. 3 and 7 up, and return after the arrival of Nos. 3, and 6 down trains. Post horses and conveyances kept at the stations.

Trains leave Normanton Junction for Manchester, York, Hull, Darlington, Newcastle, & Carlisle.



Miles	Up Trains. STATIONS.	Derby to Birmingham and London.								Sun- days.	Down Trains. STATIONS.	London and Birmingham to Derby.								Sund- days.
		1	2	3	4	5	6	7 & 10	8			1	2	3	4	5	6	7	9	10
	Departure from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	mail	a.m.		Departure from	mail.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	a.m.	a.m.
	<b>DERBY</b> .....	8 15	10 30	11 20	2 0	4 30	8 15	10 55	8 30		<b>LONDON</b> ....	..	..	6 15	7 45	8 45	..	11 0	12 30	..
64	Willington.....	8 25	..	11 40	..	4 45	8 25	..	8 40		<b>Coventry</b> .....	..	..	10 0	11 55	..	2 52	4 40	..	..
11	<b>Burton</b> .....	8 35	10 50	11 50	2 20	4 55	8 35	11 18	8 50		<b>Hampton</b> .....	..	..	10 30	1 21	1 21	3 45	6 0	..	..
15	Barton and Walton.	8 45	11 0	12 10	..	5 5	8 45	..	9 0		<b>Coleshill arrival</b>	..	..	10 40	1 31	1 31	3 55	6 10	..	..
174	Oakley and Alrewas.	8 55	11 10	12 20	2 30	5 13	8 55	..	9 10		<b>Birmingham</b>	12 6	7 10	10 30	1 25	2 0	3 45	6 0	8 30	6 30
24	<b>Tamworth</b> .....	9 10	11 30	12 42	2 50	5 30	9 15	11 55	9 28		Castle Bromwich..	7 10	..	..	2 15	..	6 9	..	..	..
253	Wilnecote & Fazeley.	9 15	..	12 50	..	5 35	9 20	..	9 34		Water Orton ....	7 15	..	..	2 25	..	6 14	8 43	6 43	..
293	Kingsbury.....	9 30	..	1 5	..	5 45	9 30	..	9 43		Forge Mills .....	7 19	10 46	..	2 31	4 2	6 18	8 48	6 48	..
314	Whiteacre Junction.	9 35	11 45	1 10	3 10	5 50	9 35	..	9 48		Whitacre Junction	7 25	10 50	1 45	2 40	4 10	6 23	8 53	6 53	..
33	Forge Mills .....	9 40	11 50	1 15	..	5 57	9 40	..	9 55		Kingsbury.....	7 30	..	..	2 45	..	6 30	9 0	7 0	..
344	Water Orton.....	9 45	..	1 20	..	6 2	..	..	10 0		Wilnecote & Fazeley.	7 40	..	..	2 57	4 23	6 40	9 10	7 10	..
37	Castle Bromwich..	9 50	..	1 25	..	6 10	9 50	..	10 20		<b>Tamworth</b> .....	12 45	7 45	11 10	2 0	3 5	4 50	6 45	9 15	7 15
414	<b>Birmingham</b> ..	10 20	12 30	1 50	3 50	6 30	10 15	12 40	10 20		Oakley & Alrewas	..	8 0	11 25	2 15	3 30	4 45	7 0	9 30	7 30
334	Coleshill .....	9 40	11 50	..	3 20	..	..	..	..		Barton & Walton ..	..	8 10	11 35	2 25	3 40	4 52	7 10	9 40	7 40
384	<b>Hampton</b> .....	10 10	12 10	..	3 45	..	..	..	..		<b>Burton</b> .....	1 20	8 20	11 45	2 35	3 50	5 0	7 20	9 50	7 50
474	<b>Coventry</b> .... arr.	10 44	12 49	..	4 44	..	..	..	..		Willington .....	..	8 35	11 58	..	4 10	..	7 33	10 3	8 3
	<b>LONDON</b> .....	2 45	5 15	..	8 45	..	..	..	..		<b>DERBY</b> , arrival.	1 45	9 0	12 15	3 5	4 45	5 40	8 0	10 20	8 20

London Time is kept at all the stations.

#### Additional Sunday Trains from Derby to Birmingham, at 6 50 and 10 55 p.m.

Trains carrying Passengers at 1d. per mile leave Derby for Birmingham at 11 20 a.m.; and from Birmingham to Derby at 2 p.m.; on Sundays, from Birmingham at 8 30 a.m. and 6 30 p.m.; from Derby at 8 30 a.m., and 6 50 p.m., calling at all the stations.

**DAY TICKETS**, at a reduction of one-third on the double journey, are issued to first and second class Passengers, but on no account to be transferred. A portion of the Ticket will be cut off on being exhibited at the completion of the first journey. On returning, the passenger will require it re-stamping before entering the carriage, without which it will not be allowed. Day Tickets will only be available as such on the days on which they are issued, except those taken out on Saturday, which will be available on the Sunday and Monday following. The trains for which these tickets are issued, or by which passengers may return, are:—From Derby to Birmingham, 8½ and 10½ a.m. 2, 4½, and 8½ p.m.; from Birmingham to Derby, at 7 and 10½ a.m. 1 25, 3½, and 6 p.m.

First and Second class carriages with all trains; Third class carriages with Nos. 2, 7, 9, and 10 down, and 1, 5, 6, 8, and 9 up trains.

Burton and Tamworth to London.—First and second class passengers booked by trains Nos. 1, 2, and 4.

An Omnibus to Matlock leaves the Amber Gate station (Sunday excepted) on the arrival of the trains leaving Birmingham at 7 a.m. and 1 25 p.m., and arrives there from Matlock in time for the trains which reach Birmingham at 12 30 and 6 30 p.m.

A Coach leaves Lichfield every morning (except Sunday) at 8 o'clock, and arrives at the Tamworth station in time for the first train from Derby, which reaches Birmingham at 10 20 a.m., and London at 2 45 p.m.; and returns to Lichfield, from Tamworth station, every day on the arrival of the trains leaving London at 8 and 8½ a.m., and Birmingham at 1 30 p.m.



Miles from York.	Down Trains.	Exps. Mail.									Sundays.			
		1	2	3	4	5	6	7	8	9	Mail.		Mail.	
		a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.
—	LEAVE	a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.
—	<b>London</b>	9 0	..	..	..	..	..	9 0	10 30	..	9 0	..	7 1/2 10	..
—	<b>Rugby</b>	11 45	..	..	..	6 45	..	11 45	1 30	..	11 45	..	1 0	..
—	<b>Leicester</b>	12 25	..	..	..	7 45	..	12 20	2 15	..	12 25	..	1 45	..
—	<b>Birmingham</b>	12 0	..	..	..	7 0	..	10 30	1 25	..	12 0	..	8 30	..
—	<b>Derby</b>	2 0	..	..	6 0	9 20	..	1 45	4 0	..	2 0	..	3 45	..
—	<b>Sheffield</b>	2 45	..	..	7 15	10 45	..	2 30	4 50	..	2 45	..	4 50	..
—	<b>Liverpool</b>	..	..	..	..	8 0	..	..	2 0	..	..	..	..	..
—	<b>Manchester</b>	..	..	..	..	6 45	10 15	..	3 0	..	..	..	..	..
—	<b>Leeds</b>	4 0	..	7 20	9 40	12 25	..	3 0	6 25	..	4 0	..	6 25	..
—	<b>Normanton</b>	4 25	..	7 35	9 50	12 35	..	3 45	6 25	..	4 25	..	6 30	..
—	<b>Hull</b>	..	..	6 25	8 35	10 30	..	..	..	..	..	..	..	..
—	<b>Scarborough</b>	..	..	..	9 0	12 0	..	..	3 55	..	a.m.	..	3 55	..
6	<b>York</b>	5 40	6 30	9 30	11 30	2 15	3 40	5 0	7 50	..	5 40	..	7 50	..
10	<b>Shipton</b>	..	6 47	9 47	..	2 32	3 51	..	..	..	..	..	..	..
11	<b>Tollerton</b>	..	6 57	9 57	..	2 42	4 7	..	..	..	..	..	..	..
13	<b>Alne</b>	..	7 0	10 0	12 0	2 45	4 10	..	8 5	..	..	..	8 5	..
18	<b>Raskelf</b>	..	7 5	10 5	..	2 60	4 15	..	..	..	..	..	..	..
22	<b>Sessay</b>	..	7 17	10 17	12 17	3 2	4 27	..	..	..	..	..	..	..
26	<b>Thirsk</b>	6 25	7 30	10 30	12 30	3 15	4 40	5 42	8 40	..	6 25	..	8 40	..
30	<b>Otterington</b>	..	7 40	10 40	..	3 25	4 50	..	..	..	..	..	..	..
37	<b>Northallerton</b>	6 38	7 50	10 50	12 50	3 35	5 0	5 58	8 57	..	6 38	..	8 57	..
41	<b>Cowton</b>	..	8 10	11 9	1 9	3 55	5 16	6 14	9 13	..	..	..	9 13	..
45	<b>Croft</b>	..	8 20	11 20	1 20	4 5	5 20	..	..	..	..	..	..	..
	<b>Darlington arrival</b>	7 20	8 30	11 30	1 30	4 20	5 30	6 30	9 30	..	7 20	..	9 30	..
	<b>Aycliffe</b>	..	8 42	11 40	..	4 30	5 40	..	..	..	..	..	..	..
	<b>Bradbury</b>	..	8 56	11 55	2 1	4 45	5 50	..	..	..	..	..	..	..
	<b>Ferry Hill</b>	..	9 6	12 5	2 9	4 55	6 0	..	..	..	..	..	..	..
	<b>Shincliffe</b>	..	9 14	12 19	..	5 8	6 7	..	..	..	..	..	..	..
	<b>Sherburn</b>	..	9 23	12 23	..	4 14	6 11	..	..	..	..	..	..	..
	<b>Belmont</b>	8 0	9 28	12 30	2 30	5 20	6 15	10 15	7 55	8 0	6 37	10 15	..	..
	<b>Durham departure</b>	7 50	9 20	12 20	2 20	5 10	6 5	10 5	7 45	..	6 30	10 5	..	..
	<b>" arrival</b>	8 10	9 40	12 40	2 40	5 30	6 25	7 15	10 25	..	8 10	10 25	..	..
	<b>Leamside</b>	8 4	9 32	12 34	..	5 24	6 19	..	7 59	..	6 42	..	..	..
	<b>Fence Houses</b>	8 9	9 37	12 40	2 40	5 30	6 23	10 25	8 4	..	6 45	10 25	..	..
	<b>Pensher</b>	8 14	9 42	12 44	..	5 34	6 27	..	8 9	..	6 52	..	..	..
	<b>Washington</b>	8 19	9 46	12 50	2 50	5 40	6 33	..	8 14	..	6 57	..	..	..
	<b>Boldon</b>	8 31	9 59	1 0	..	5 50	6 40	..	8 26	..	7 10	..	..	..
	<b>Brockley Whins</b>	8 35	9 28	10 4	1 5	3 0	6 0	6 45	8 30	8 28	7 13	..	..	..
	<b>Newcastle arrival</b>	9 5	8 45	10 20	1 30	3 30	6 20	7 15	7 45	11 0	8 50	7 35	11 0	..
	<b>Sunderland</b>	9 5	8 45	10 35	1 35	3 35	6 35	8 5	8 5	..	8 50	8 45	7 35	..
	<b>Shields</b>	9 5	8 45	10 35	1 35	3 35	6 35	8 5	8 5	..	8 50	8 45	7 35	..
	<b>Carlisle</b>	..	1 15	..	5 15	7 30	10 0	..	..	..	..	..	..	..

Superintendent, James Alport.

Secretary, John Close, York.

The Trains between the Gateshead, Shields, and Wearmouth Stations,  
start as follow:

At 5 3/4, 7 3/4, 8 1/2, 10, and 11 a.m., 12 noon, 1, 2, 3, 4, 5, 6, 7 1/2, and 8 1/2 p.m. On Sundays—8 1/2 and

10 a.m., 1, 2, 5, 7, and 9 p.m.

SPRINGWELL and JARROW TRAINS.—At 8 1/2 and 11 a.m., 2, 5, and 8 1/2 p.m.  
ON SUNDAYS—At 10 a.m. and 1, 5, and 9 p.m.



	STATIONS.	Mails.										Sundays.			
		1	2	3	4	5	6	7	8	9	10	Mail.	Mail.	Mail.	Mail.
	LEAVE	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
—	Carlisle	8	8	8	8	8	8	9	10	11	12	1	2	3	4
—	Newcastle	5 30	7 30	8 30	8 30	10 30	10 30	1 0	3 30	6 0	10 50	8 15	3 30	7 0	10 50
—	Sunderland	5 30	7 30	8 30	8 30	10 30	10 30	1 0	3 30	6 0	10 50	8 15	3 30	7 0	10 50
—	Shields	5 30	7 30	8 30	8 30	10 30	10 30	1 0	3 30	6 0	10 50	8 15	3 30	7 0	10 50
—	Brockley Whins	5 50	7 48	8 50	8 50	10 35	1 18	3 48	6 18	9 7	12 20	8 35	3 48	7 20	11 20
—	Boldon	5 53	7 51	8 53	8 53	10 40	1 21	3 51	6 21	9 10	12 24	8 39	3 51	7 24	11 24
—	Washington	6 0	7 58	9 0	9 0	10 47	1 28	3 58	6 28	9 17	12 27	8 42	4 0	7 32	11 27
—	Penrith	6 4	8 12	9 4	9 4	10 51	1 32	4 02	6 32	9 21	12 31	8 46	4 4	7 36	11 31
—	Fence Houses	6 6	8 14	9 6	9 6	10 56	1 37	4 8	6 37	9 26	12 36	8 50	4 6	7 42	11 33
—	Leamside	6 12	8 15	9 12	9 12	11 4	1 45	4 15	6 45	9 34	12 44	8 54	4 12	7 50	11 39
—	Belmont	6 15	8 20	9 15	9 15	11 10	1 50	4 20	6 50	9 39	12 49	8 57	4 15	7 55	11 42
—	Durham leave	6 5	8 10	9 5	9 5	11 0	1 40	4 10	6 40	9 29	12 39	8 59	4 18	7 59	11 45
—	Arrival	6 30	8 30	9 30	9 30	11 20	2 0	4 25	6 41	9 30	12 40	9 15	4 25	8 0	11 45
—	Sherburn	6 27	8 26	9 27	9 27	11 16	1 56	4 26	6 57	9 46	12 56	9 18	4 30	8 5	11 50
—	Shincliffe	6 28	8 27	9 28	9 28	11 17	1 57	4 27	6 58	9 47	12 57	9 19	4 31	8 10	11 51
—	Ferry Hill	6 45	8 44	9 45	9 45	11 42	2 14	4 35	7 14	10 03	13 13	9 36	4 44	8 18	12 03
—	Bradbury	6 51	8 53	9 51	9 51	11 56	2 23	4 43	7 23	10 12	13 22	9 42	4 50	8 24	12 09
—	Aycliffe	7 7	9 7	10 7	10 7	12 5	2 27	4 47	7 27	10 16	13 26	9 48	4 56	8 30	12 15
—	Darlington	6 45	8 20	9 20	9 20	12 15	2 50	5 5	7 50	10 40	13 50	9 54	5 4	8 38	12 48
—	Graft	6 52	8 32	9 32	9 32	12 30	3 0	6 0	8 0	10 50	14 00	10 0	5 10	8 48	12 58
—	Cowton	7 4	9 4	10 4	10 4	12 40	3 10	6 10	8 10	11 00	14 10	10 10	5 20	8 58	13 08
—	Northallerton	7 26	9 55	10 55	10 55	12 55	3 25	6 25	8 25	11 15	14 25	10 25	5 30	9 08	13 18
—	Otterington	7 30	10 0	11 0	11 0	1 3	3 35	6 35	8 35	11 25	14 35	10 35	5 40	9 18	13 28
—	Thirsk	7 43	10 15	11 15	11 15	1 15	3 45	6 45	8 45	11 35	14 45	10 45	5 50	9 28	13 38
—	Sesay	7 55	10 35	11 35	11 35	1 25	3 58	6 58	8 58	11 48	14 58	10 58	6 0	9 40	13 50
—	Rasbalt	7 12	10 48	11 48	11 48	1 41	4 11	7 11	9 11	12 01	15 11	11 11	6 10	9 50	14 01
—	Alne, Easingwold	7 17	10 58	11 58	11 58	1 45	4 15	7 15	9 15	12 05	15 15	11 15	6 15	9 55	14 05
—	Tollerton	7 24	11 0	12 0	12 0	1 50	4 20	7 20	9 20	12 10	15 20	11 20	6 20	10 00	14 10
—	St. Peter	7 28	11 05	12 05	12 05	2 1	4 31	7 31	9 31	12 21	15 31	11 31	6 30	10 10	14 20
—	York arrival	9 30	11 5	12 5	12 5	2 20	4 40	7 40	9 40	12 30	15 40	11 40	6 40	10 20	14 30
—	Scarborough	11 15	1 45	2 45	2 45	3 30	6 0	9 0	11 0	14 0	17 0	12 0	6 30	10 30	14 30
—	Hull	11 15	3 0	4 0	4 0	5 30	8 0	11 0	13 0	16 0	19 0	12 0	6 30	10 30	14 30
—	Normanton	11 0	12 45	1 45	1 45	4 20	8 5	11 5	14 5	17 5	20 5	11 5	6 45	10 45	14 45
—	Leeds	11 20	2 10	3 10	3 10	4 45	9 15	12 15	15 15	18 15	21 15	12 15	6 55	10 55	14 55
—	Manchester	1 30	3 5	4 5	4 5	7 0	11 30	14 30	17 30	20 30	23 30	1 30	7 0	11 0	15 0
—	Liverpool	3 20	5 25	6 25	6 25	9 6	13 36	16 36	19 36	22 36	25 36	3 36	9 36	13 36	17 36
—	Sheffield	12 15	1 45	2 45	2 45	6 10	10 40	13 40	16 40	19 40	22 40	1 40	9 35	13 35	17 35
—	Derby	1 40	2 45	3 45	3 45	7 50	12 20	15 20	18 20	21 20	24 20	2 40	10 35	14 35	18 35
—	Birmingham	3 50	6 30	7 30	7 30	10 15	14 45	17 45	20 45	23 45	26 45	3 45	12 40	16 40	20 40
—	Leicester	3 5	4 0	5 0	5 0	9 45	14 15	17 15	20 15	23 15	26 15	4 15	12 15	16 15	20 15
—	Rugby	4 0	4 45	5 45	5 45	10 30	15 0	18 0	21 0	24 0	27 0	4 45	1 5	15 5	19 5
—	London	7 15	7 55	8 55	8 55	11 30	16 0	19 0	22 0	25 0	28 0	7 15	1 10	16 10	20 10

\* On Saturdays, this Train stops only at Cowton, Northallerton, Thirsk, and Alne, after leaving Darlington.

Sunderland to Durham 1s. 6d., 1s. 3d.

**Fares.**—Sunderland to Hartlepool 1st Class 2s. 6d., 2nd Class 2s. 3d., 3rd Class 1s. 6d.; Sunderland to Durham 1s. 6d., 1s. 3d.

**Sunderland to Durham.**—8 a.m. and 11 a.m., 2 and 5.40 p.m. Durham to Sunderland 8 a.m. and 1.40 p.m., 5.40 p.m. Sunderland to Hartlepool, 8 a.m. and 11 a.m., 2 and 5.40 p.m. Hartlepool to Sunderland, 8 a.m. and 11 a.m., 2 and 5.40 p.m.

Sec. Michael Coxon, Sunderland. Engt. J. Menthrop.

**DURHAM & SUNDERLAND.**

# **37 Supt. & Mangr., Geo. Locking. YORK & NORTH MI**

UP	1	2	3	4	Exps	Exps	7	8	Exp	10	11
DEPARTURE FROM	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
York to Leeds	..	..	7*30	9 50	10 30	..	12 40	3 10	4 0	..	..
„Selby & Hull	..	..	7*30	9 50	..	..	12 40	3 10	..	..	..
„Manchester	3	0 5 30	7 30	9 50	..	11 45	..	3 10	..	7 5	..
„Derby	3	0 5 30	..	9 50	..	11 45	..	3 10	..	7 5	..
„Birmingham	3	0 5 30	..	9 50	..	11 45	..	..	..	7 5	..
„London	3	0 5 30	..	9 50	..	11 45	..	..	..	7 5	..
ARRIVAL AT											
Bolton Percy	..	5 45	7 50	10 5	..	..	12 55	3 25	..	..	..
Sherburn	..	6 0 8	5 10	25	..	..	1 15	3 40	..	..	..
Burton Saltnu	..	6 10 8	20 10	40	..	..	1 30	4 0	..	..	..
CASTLEFRD	..	6 15 8	30 10	50	..	12 25	1 45	4 10	..	7 50	..
SELBY	..	..	8 30	11 0	..	..	1 50	4 20	4 55	..	..
NORMTN	4	1 6 40	8 45	11 0	..	12 45	..	4 20	..	8 5	..
LEEDS	..	..	9 0	11 20	11 30	..	2 10	4 45	5 0	..	..
Hull arrival											
Derby	..	6 40	10 30	..	1 40	..	2 45	..	7 50	..	10 15
Manchester	do.	8 36	9 45	11 0	1 30	..	3 5	..	7 0	..	10 5
Birmingham	do.	10 20	12 30	..	3 50	..	6 30	..	..	12 40	..
London	do.	1 03	45	..	7 15	..	7 55	..	..	4 15	..

SUNDAYS.—From York, 3 a.m. mail, to Derby and London, 6 a.m. to Sheffield, Birmingham, Leicester, and London; 7.30 a.m. to Leeds, Selby, and Manchester; 7.5 p.m. to Sheffield, Derby, Birmingham, Leicester, London, and Manchester; and 6.35 p.m. to Leeds, Selby, and Hull.  
By the 3½ a.m. train from York, 3rd class passengers arrive at Derby at 11½ a.m. at London at 3 p.m.

**FARES**—From York to Leeds, first class, 5s.; second, 4s. T second, 3s. To Manchester, first class, 17s.; sec

**WHITBY BRANCH.**—From  
From Pickering to W

**SCARBOROUGH**  
Engineer,

FROM YORK—6.25 a.m. mail; 9½ a.m.,  
FROM SCARBOROUGH, at 9 a.m.; 12 noon, and 3.55 p.m. v  
A Special Train to York every Monday, at 6½ a.m., to join  
FROM SCARBOROUGH to PICKERING, at 9 a.m., 12 noon  
at 9.20 a.m., 12.20, and

**FARES.**—From York to Scarbor

# **DLAND.—31 Miles in length. Sec., W. Gray, Juar., York.**

DOWN.	1	2	3	Exp	5	6	7	8	9	10
DEPARTURE FROM	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leeds to York	4 0 7	7*20	9 40	10 25	..	12 25	3 0	3 50	..	6 25
Selby to York	..	7*45	10 5	..	11 50	..	3 20	..	5 15	7 5
ARRIVAL AT										
Castleford	4 20	7 45	10 5	..	..	1 53	3 25	..	..	6 50
Burton Salmon	..	8 0	10 20	..	..	1 20	3 40	..	..	7 5
Sherburn	..	8 15	10 35	..	12 30	1 35	4 0	..	..	7 5
Bolton Percy	..	8 30	10 50	..	12 45	1 50	4 15	..	5 45	7 25
York	5 20	9 0	11 10	11 25	1 0	2 04	3 30	4 50	6 15	7 55
DEPART FROM Exp										
Norman. to York	4 25	7*35	9 50	..	12 35	..	3 20	3 45	6 25	9 0
Castleford, arr	4 35	7 45	10 5	..	12 55	..	3 50	..	6 40	9 1
Burton Salmon	..	8 0	10 20	..	1 20	..	..	..	6 50	..
Bolton Percy	..	8 30	10 50	..	1 50	..	..	..	7 15	..
York	5 20	9 0	11 10	..	2 0	..	4 20	4 40	7 30	10 15
Darlington	7 20	11 30	1 30	..	4 20	..	6 30	9 30	..	..
Newcastle	8 45	1 30	3 30	..	6 20	..	7 45	11 0	..	..
Carlisle	1 15	5 15	7 30	..	10 0	..	..	..	..	..
From Leeds to										
Selby & Hull	4 0 7	20 9	40 10	25 3	0	..	6 25	..	..	..

SUNDAYS.—From Leeds, 1 a.m. mail, to Leeds and Hull, 7.20 a.m. to York and Selby, and 6.25 p.m. to York, Selby and Hull. From Selby, 7.45 a.m. to Leeds, York, and Manchester; 7.5 p.m. to Leeds, York, and London, mail.  
Trains marked thus \* are third class closed, at 1d per mile.

1. first class, 8s. 6d.; second, 7s. To Selby, first class, 5s. 6d.;  
13s. To Rugby, first class 36s. 6d.; second 29s. 6d.

Whitby to Pickering, at 6½ a.m., and 1½ p.m.  
y, at 9 a.m., and 2½ p.m.

**RANCH.—42½ Miles.**  
mas Cabry.

and 5½ p.m.—On SUNDAYS at 6.25 a.m. mail.  
—ON SUNDAYS at 3.55 p.m. mail, stopping at all the stations  
Leeds, Hull, Manchester, Derby, and London train at 9.50 a.m.  
3.55 p.m. FROM PICKERING to YORK or SCARBOROUGH,  
p.m.; at 7 a.m. to York only.  
first class, 9s.; second, 7s.; third, 5s.

**38** Secretary, George Locking, Hull.

**HULL AND SELBY.**

Engr., John Timperley, Junr., Hull.

Mls.	UP TRAINS.	1	2	Fast train.	4	5	6	7	Sundays mail.	Mls.	DOWN TRAINS.	1	2	3	4	5	6	7	Sunday mail.	9
	Departure	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.		Departure	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.
	<b>Hull</b> .....	*6 25	*8 35	10 30	2 03	5 55	5 55	6 25	5 55		<b>London</b> .....	9 0	..	..	*6 15	9 0	10 30	0 7	10	
44	Hessle .....	6 36	8 40	10 40	2 11	4 6	6 5	6 36	6 5		<b>Birmingham</b> ..	12 0	..	..	7 0	10 30	1 25	12 0	..	
74	Ferryby .....	6 44	8 55	..	2 19	4 16	6 12	6 44	6 12		<b>Derby</b> .....	2 0	..	6 0	9 20	12 30	1 45	4 0	3 45	
104	Brough .....	6 52	9 2	10 54	2 26	4 25	6 20	6 52	6 19		Ambergate ..arr.	..	..	6 28	9 45	12 55	..	4 23	..	
163	Stadthorpe ....	7 4	9 16	..	2 39	4 39	..	7 3	6 30		<b>Sheffield</b> ..dep.	2 45	..	7 15	10 45	1 40	2 30	4 50	4 50	
19	Easttrington ..	7 10	9 24	..	2 45	4 47	..	7 9	6 35		Swinton .....	..	..	8 1	11 35	2 23	..	5 55	..	
224	Howden .....	7 19	9 32	11 15	2 53	4 55	6 43	7 15	6 45		Oakenshaw .....	4 5	..	8 49	12 10	3 0	..	6 10	4 5	
274	Cliffe .....	7 30	9 43	..	3 5	5 6	..	7 27	6 55		<b>Liverpool</b> .....	..	..	..	8 0	..	1 45	2 0	..	
31	<b>Selby</b> .....	7 40	10 0	11 40	3 20	5 15	7 5	7 40	7 5		<b>Manchester</b> ..	..	..	6 45	10 15	..	1 0	4 0	..	
55	Leeds .... arrival	8 45	11 25	12 45	4 30	..	8 0	8 50	8 0		Halifax .....	..	5 30	8 8	11 25	..	2 7	5 7	11 20	
51	York .... do.	9 0	11 10	1 04	30	6 15	7 55	9 0	8 15		Wakefield .....	..	6 31	9 21	12 18	..	2 5	5 5	12 18	
—	<b>Newcastle</b> ..	1 30	3 30	6 20	7 45	11 0	..	6 40	..		Normanton ..arr.	4 15	6 40	9 30	12 20	3 15	5 5	8 15	12 30	
48	Normanton ..arr.	8 45	11 0	12 35	4 20	..	8 10	8 45	8 0		<b>Newcastle</b> ..	..	..	5 30	8 30	10 15	..	1 0	..	
51	Wakefield ..arr.	9 26	11 22	1 11	5 6	..	8 42	11 22	8 42		York .....	..	7 30	9 30	12 40	3 10	..	6 35	..	
98	<b>Manchester</b> ..	11 0	1 30	3 57	0	..	10 50	1 30	10 50		Leeds .....	1 07	20	9 40	12 5	3 0	..	6 25	0 6	
136	<b>Liverpool</b> ..	12 15	3 20	5 25	10 0	..	..	6 40	..		<b>Selby</b> .....	5 15	*8 40	10 55	1 40	4 15	1 10	7 40	5 15	
66	Swinton .....	..	..	..	5 25	..	8 50	..	8 50		Cliff .....	..	8 46	11 20	..	4 21	..	7 40	..	
76	<b>Sheffield</b> ..arr.	..	12 15	1 45	6 10	..	9 35	..	9 35	3	Howden .....	5 30	8 56	11 14	1 56	4 23	..	7 59	5 30	
1004	Ambergate .....	..	..	..	7 14	..	..	..	..	112	Eastington .....	..	9 21	11 20	..	4 39	..	8 6	..	
111	<b>Derby</b> .....	..	1 40	2 45	7 50	..	10 35	..	10 35	82	Stadthorpe ....	5 41	9 11	27 2 8	4 46	..	8 12	5 41	8 12	
126	Nottingham ....	..	3 15	4 45	9 25	..	..	..	..	14	Brough .....	5 52	9 21	11 41	2 20	1 58	..	8 25	5 52	
141	Leicester ....arr.	..	3 5	4 09	45	..	12 15	..	12 15	203	Ferryby .....	6 0	9 28	11 47	2 28	5 6	..	8 36	0 8 32	
152	<b>Birmingham</b> ..	..	3 50	6 30	10 15	..	12 40	..	12 40	204	Hessle .....	6 7	9 35	11 51	2 35	5 13	..	8 40	6 7 8	
243	<b>London</b> .....	..	7 15	7 55	..	..	4 45	..	4 45	41	<b>Hull</b> .....	6 30	9 50	12 15	3 0	5 20	5 40	6 30	9 0	

	MorExp.	Ordinary	Trains
Fares.	1 Cl. 2 Cl.	1 Cl. 2 Cl.	3 Cl.
from Hull to	s. d. s. d.	s. d. s. d.	s. d.
Selby .....	—	5 0	4 0 2 6
York .....	—	8 6	7 0 4 6
Darlington ..	—	19 6	15 0 10 6
Newcastle ..	—	29 6	22 0 —
Carlisle .....	—	48 0	36 0 —
Leeds .....	—	9 6	7 6 5 0
Sheffield .....	—	16 0	12 0 —
Normanton ..	—	9 0	7 0 4 6
Derby .....	26 6	19 6	25 0 17 6
Manchester ..	—	20 0	15 6 10 6
Birmingham	36 6	26 0	35 0 24 0
London .....	54 0	38 0	52 0 36 0
Liverpool ..	—	26 0	19 6 —

First and Second Class passengers only conveyed by the 10 a.m. train from Hull.

Passengers for the market will be brought to Hull by a Special Train leaving Selby every Tuesday at 7 25 a.m. calling at all the stations, and also at Wressle Bridge, Brouncker, and Crabley Creek, returning from Hull at 5 30 p.m. to Selby, and the Stations.

An Omnibus leaves Goole for the Howden Station, at 8 a.m. to meet Nos. 2 up and down trains; at 10 a.m. to meet Nos. 3 up and down trains; at 12 55 p.m. to meet Nos. 4 up and down trains; and at 4 p.m. to meet Nos. 5 up and down trains.—N.B. The Fare includes the Ferry.

The Boston Mail via New Holland, at 11 20 a.m., through Chester, Market Rasen, and Horncastle, returning at 6 a.m., arriving in Hull about 2 p.m. This is the only conveyance direct connecting Hull with Lynn, Norwich, and Yarmouth. The Mail every day at 1 25 p.m. to Lincoln, Falkingham, Louth, and Boston, also to the above places.

Coaches from Hull to Beverley at 7 30, 8 45 a.m., 1 25, and 4 41 p.m.; also to Stamford, Selby.

BRIDLINGTON, &amp;c.—The Mail will depart at 7 4 a.m. for Beverley, Driffield, Bridlington, Hunmanby, Filey, &amp;c., returning in time for the mail train at 5 55 p.m.

\* Third class trains at a penny per mile.

NEW HOLLAND FERRY.—Steamers leave Hull at 6 30, with Boston mail, 10 4, and 11 a.m.; 1 25, 1 25 with Lincoln mail, 2 3, 3 4, and 6 3 p.m. From New Holland to Hull at 7 3, 9, and 11 a.m.; 12 noon, or on the arrival of the Lincoln mail, 1 2, 2 3, 4 13, or on the arrival of the Boston mail, 5, and 7 5 p.m.—Fares: best cabin 6d., 1st cabin 4d.

An Omnibus will leave Barton daily (except Sundays), at 8 a.m., calling at Barrow, for New Holland and Hull, and returning at 4 p.m. by the same route. Day tickets from Barton to Hull and back, 1s. 6d.



Miles	Manchester to Leeds.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Sundays.				Fares.		
		chp.	fast		Ex- press		Mail.			fast			fast		fast	chp.	fast	Chp.	2	3	4	1C12	1C13	1C14
	Depart from	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	s.d.	s.d.	s.d.
	<b>Hunt's Bank</b>	6 45	8 0	9 0	9 15	10 15	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 15	15 5	16 0	17 30	18 0	19 0	20 0
1	Miles Platting Junc	6 48	8 3	9 18	9 18	10 18	11 3	12 3	1 3	2 3	3 3	4 3	5 3	6 3	7 3	8 3	9 3	10 18	15 5	16 3	17 32	18 3	19 3	20 3
5	<b>Middleton</b>	7 3	8 15	9 33	9 33	10 33	11 18	12 18	1 15	2 18	3 18	4 18	5 18	6 18	7 18	8 15	9 18	10 33	15 5	16 18	17 49	18 18	19 18	20 18
	<b>Oldham, Depart.</b>	6 45	8 0	9 10	9 10	10 10	10 45	11 50	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 10	10 45	15 5	16 10	17 30	18 10	19 10	20 10
9	<b>Blue Pits</b>	7 15	8 0	9 45	9 45	10 40	11 30	12 30	1 2	2 30	3 30	4 22	5 30	6 30	7 30	8 22	9 30	10 45	15 5	16 30	17 40	18 20	19 20	20 20
	<b>Heywood</b> } arr.	7 30	8 0	10 6	10 6	11 23	12 45	1 2	2 45	3 45	4 45	5 45	6 45	7 46	8 36	9 45	10 55	15 5	16 45	17 55	18 45	19 45	20 45	
	dep.	7 0	8 0	9 10	9 10	10 10	11 15	12 15	1 2	2 15	3 15	4 7	5 15	6 15	7 16	8 53	9 23	10 25	15 5	16 15	17 45	18 25	19 25	20 25
11	<b>Rochdale</b>	7 23	8 27	9 22	9 53	10 47	11 38	12 38	1 27	2 38	3 38	4 27	5 38	6 27	7 38	8 27	9 48	10 47	15 5	16 38	17 48	18 38	19 38	20 38
14	<b>Littleborough</b>	7 32	8 36	9 31	10 1	11 46	12 46	1 1	2 46	3 46	4 35	5 46	6 35	7 47	8 36	9 46	10 46	15 5	16 46	17 56	18 46	19 46	20 46	
18	<b>Walsden</b>	7 47	8 51	9 46	10 9	11 51	12 51	1 1	2 51	3 51	4 40	5 51	6 40	7 52	8 41	9 51	10 51	15 5	16 51	18 0	18 51	19 51	20 51	
20	<b>Todmorden</b>	7 49	8 48	9 43	10 17	11 7	12 2	1 2	2 18	3 18	4 2	5 18	6 7	7 18	8 7	9 18	10 17	15 5	16 18	17 28	18 18	19 18	20 18	
21	<b>Eastwood</b>	7 55	8 54	9 49	10 21	11 11	12 6	1 6	2 6	3 6	4 6	5 6	6 6	7 10	8 10	9 17	10 21	15 5	16 6	17 16	18 6	19 6	20 6	
24	<b>Hebden Bridge</b>	8 1	9 0	9 55	10 26	11 16	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 15	8 16	9 23	10 26	15 5	16 11	17 21	18 11	19 11	20 11	
26	<b>Luddenden Foot</b>	8 9	9 8	9 53	10 33	11 23	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 22	8 24	9 39	10 33	15 5	16 18	17 28	18 18	19 18	20 18	
28	<b>Sowerby Bridge</b>	8 15	9 9	9 59	10 38	11 29	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 27	8 30	9 47	11 29	15 5	16 23	17 33	18 23	19 23	20 23	
	<b>Halifax depart.</b>	5 30	8 8	8 59	9 50	10 36	11 28	1 22	2 22	3 22	4 22	5 22	6 22	7 26	8 29	9 47	11 28	15 5	16 28	17 38	18 28	19 28	20 28	
	<b>North Dean</b>	5 36	8 20	9 14	9 58	10 43	11 34	1 29	2 29	3 29	4 29	5 29	6 29	7 33	8 36	9 53	11 34	15 5	16 34	17 44	18 34	19 34	20 34	
31	<b>Elland</b>	5 39	8 25	9 19	10 48	11 39	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 37	8 40	9 57	11 39	15 5	16 39	17 49	18 39	19 39	20 39	
34	<b>Brighouse</b>	5 49	8 37	9 24	10 7	10 59	11 46	1 44	2 44	3 44	4 44	5 44	6 44	7 48	8 52	9 24	10 7	15 5	16 44	17 54	18 44	19 44	20 44	
36	<b>Cooper Bridge</b>	5 55	8 44	9 29	10 14	11 5	11 55	1 50	2 50	3 50	4 50	5 50	6 50	7 54	8 59	9 29	10 14	15 5	16 50	17 60	18 50	19 50	20 50	
38	<b>Mirfield</b>	6 18	8 51	9 34	11 11	12 2	12 56	1 56	2 56	3 56	4 56	5 56	6 56	7 60	8 6	9 34	10 18	15 5	16 56	17 66	18 56	19 56	20 56	
41	<b>Dewsbury</b>	6 7	8 59	9 40	11 18	12 5	1 3	2 3	3 40	4 35	5 40	6 40	7 40	8 44	9 40	10 25	11 18	15 5	16 40	17 50	18 40	19 40	20 40	
44	<b>Horsbury</b>	6 19	9 11	9 52	11 30	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 18	8 22	9 19	10 36	11 19	15 5	16 14	17 24	18 14	19 14	20 14	
48	<b>Wakefield</b>	6 31	9 24	9 56	10 32	11 41	12 18	1 26	2 26	3 26	4 26	5 26	6 26	7 30	8 34	9 56	10 32	15 5	16 18	17 28	18 18	19 18	20 18	
51	<b>Normanton</b>	6 40	9 35	10 5	10 40	11 50	12 30	1 35	2 35	3 35	4 35	5 35	6 35	7 39	8 43	9 59	10 51	15 5	16 35	17 45	18 35	19 35	20 35	
61	<b>Leeds arrival</b>	7 0	10 0	10 30	11 0	12 15	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 30	11 0	15 5	16 0	17 10	18 0	19 0	20 0	

\* Every alternate Wednesday this Train will leave Todmorden at 5 a.m.

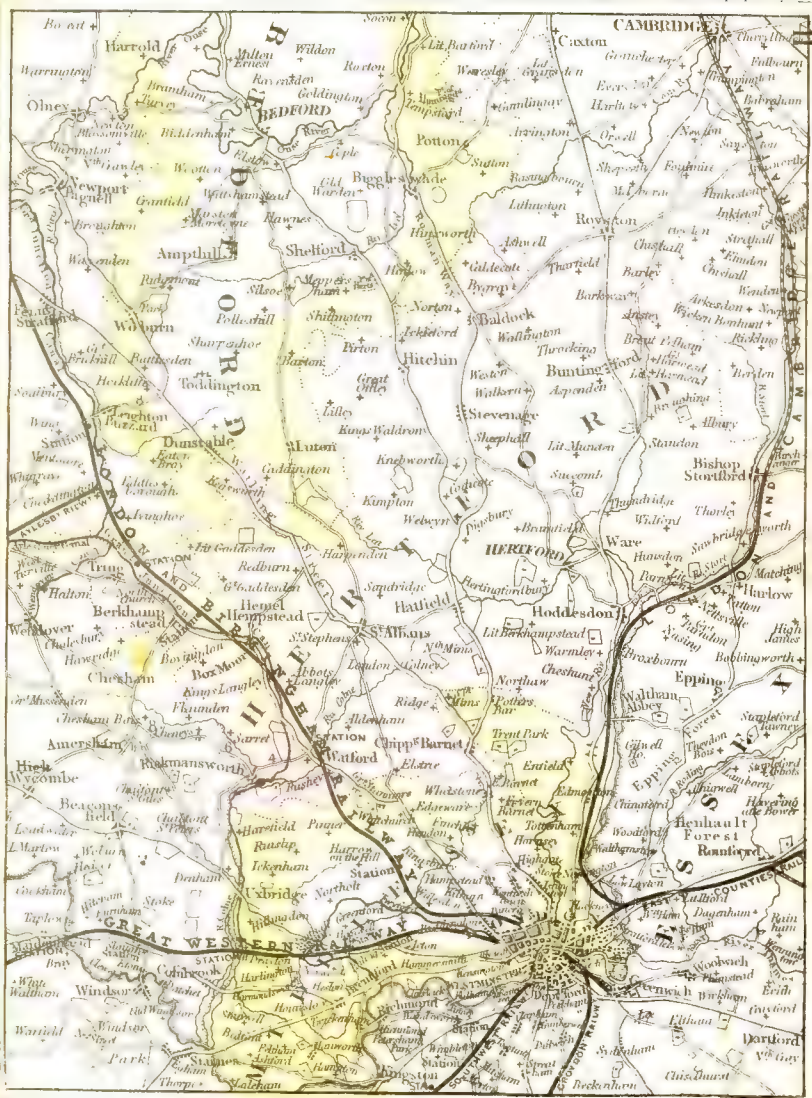
Third class passengers will be booked to any station by the trains numbered 1, 2, 5, 7, 8, 10, 11, 13, and 15.

**WEEK-DAY TRAINS.**—Trains numbered 1, 2, 5, 6, 9, and 14 are in connexion, at Normanton, with Trains for Sheffield, Chesterfield, Derby, and the south.—Trains numbered 2, 6, 9, and 12 are in connexion, at Normanton, with Trains for York, Hull, Selby, Darlington, and Newcastle.—No. 14 for York.—No. 4, Express, Manchester to Leeds in two hours, for 1st Class Passengers only, at the ordinary fares.

**SUNDAY TRAINS.**—No. 1, Manchester to Leeds, calling at all the stations.—No. 2, Mail, Liverpool and Manchester to Leeds. Passengers proceeding by this Train will have to wait at Normanton until 3 24 p.m. for Sheffield, Chesterfield, Derby, &c.; and until 6 25 for Selby and Hull; and 6 30 p.m. for York, Darlington, and Newcastle.—No. 3, Manchester to Leeds—No. 4, Liverpool and Manchester to Leeds.

Return day tickets, not transferable, issued to first and second class passengers between Manchester and the following places, at the fares annexed:—Sowerby Bridge, North Dean, Halifax, or Elland, 10s. 6d., 8s.; Brighouse, 11s., 8s.; Bradford, 13s., 10s. 6d.; Huddersfield, 10s., 8s.; Dewsbury, 13s., 10s. 6d.; Wakefield, 15s., 12s.; Leeds, 19s. 6d., 15s.











43

BRIGHTON

MAP OF THE RAILWAYS IN  
*LANCASHIRE &c*



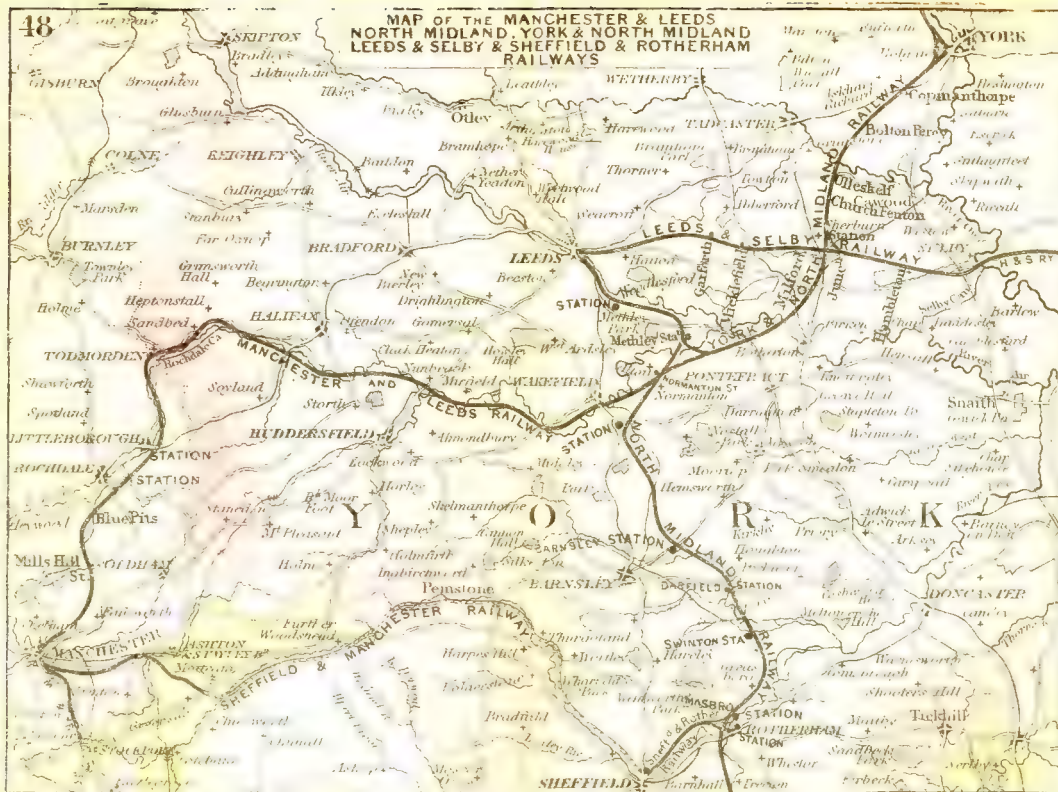




MAP OF THE GRAND JUNCTION  
& MANCHESTER & BIRMINGHAM  
RAILWAYS



# MAP OF THE MANCHESTER & LEEDS NORTH MIDLAND, YORK & NORTH MIDLAND LEEDS & SELBY & SHEFFIELD & ROTHERHAM RAILWAYS







## CHURCHES, HALLS, and CHURCHES.

- |                           |                                       |
|---------------------------|---------------------------------------|
| A. All Saints' Church     | K. Corpus Christi                     |
| B. St. Andrew's Church    | L. St. Mary's Hall                    |
| C. St. Augustine's Church | M. Magdalen Hall                      |
| D. St. John's Church      | N. Edmund Hall                        |
| E. St. James' Church      | O. Liban Hall                         |
| F. St. Peter's Church     | P. New Inn Hall                       |
| G. St. Thomas' Church     | Q. St. Mary Magdalen's                |
| H. St. Mary's Church      | R. St. Peter's Church in the Bishop's |
| I. St. Mary's Church      | S. St. Peter's Church                 |
| J. St. Mary's Church      | T. St. Andrew's                       |

- |                   |                      |
|-------------------|----------------------|
| 1 Post Office     | 8. Angel Hotel       |
| 2 Town Hall       | 9. Angel Hotel       |
| 3 Police Office   | 10. Kings Arms Hotel |
| 4 Star Hotel      | 11. Theatre          |
| 5 Mary's Manicure | 12. Museum           |
| 6 Taylor Building | 13. The Schools      |
| 7. Metre Hotel    |                      |



# BRISTOL.

MONTPELIER

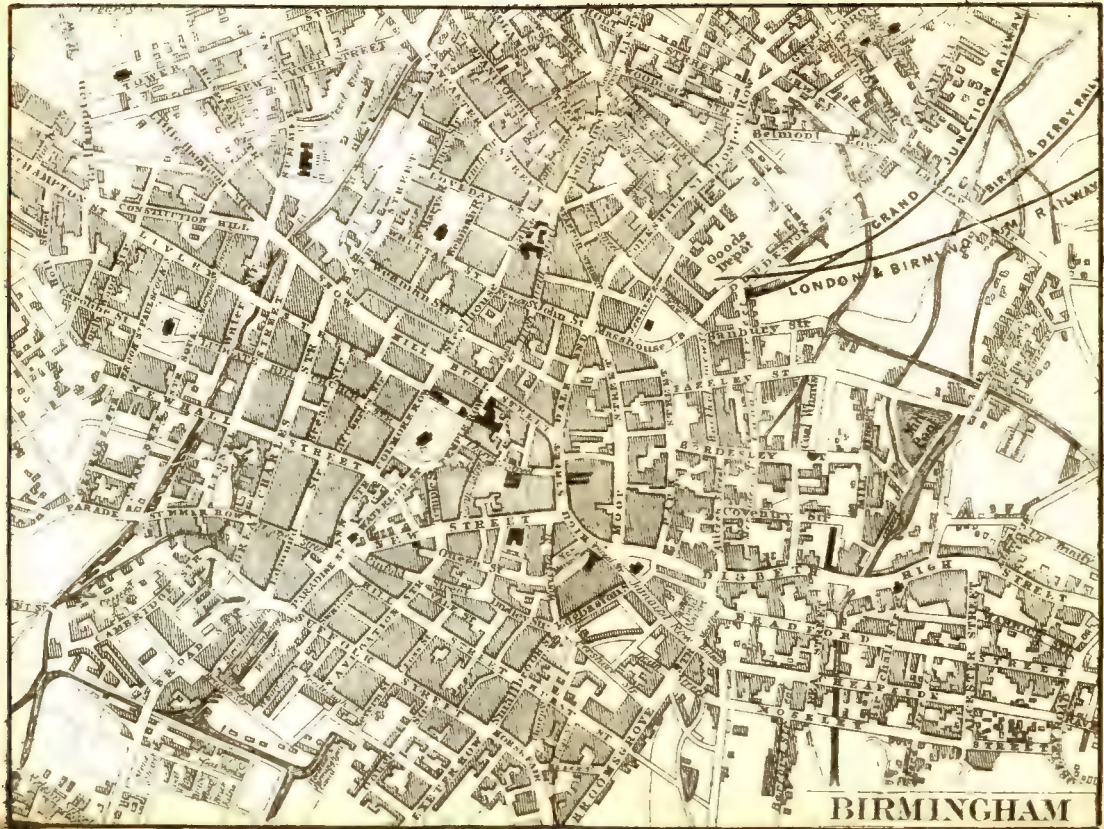
51



The fish market is situated on the banks of the river for a distance of about 100 yards. The market is a large open space where the fish are sold. The market is a very important part of the city's life.

Scale of 1 inch to 1 mile





BIRMINGHAM











## TABLE

SHEWING THE RATE OF TRAVELLING PER HOUR

A Quarter of a Mile in		Eqls. Miles per Hour.	Quarter of a Mile in		Eqls. Miles per Hour.	Quarter of a Mile in		Eqls. Miles per Hour.
Min.	Sec.		Min.	Sec.		Min.	Sec.	
15	..	1	..	44	20 $\frac{1}{2}$	..	21 $\frac{1}{4}$	37
7	30	2	..	43	21	..	23 $\frac{1}{2}$	38
5	..	3	..	42	21 $\frac{1}{2}$	..	23	39
3	45	4	..	41	22	..	22 $\frac{1}{2}$	40
3	..	5	..	40	22 $\frac{1}{2}$	..	22	41
2	30	6	..	39	23	..	21 $\frac{1}{2}$	42
2	8	7	..	38	23 $\frac{1}{2}$	..	21	43
1	52	8	..	37	24	..	20 $\frac{1}{2}$	44
1	40	9	..	36 $\frac{1}{2}$	24 $\frac{1}{2}$	..	20	45
1	30	10	..	36	25	..	18	50
1	22	11	..	35	25 $\frac{1}{2}$	..	17	52
1	15	12	..	34	26	..	16	56
1	9	13	..	33 $\frac{1}{2}$	26 $\frac{1}{2}$	..	15	60
1	4	14	..	33	27	..	14	64
1	..	15	..	32 $\frac{1}{2}$	27 $\frac{1}{2}$	..	13	69
..	58	15 $\frac{1}{2}$	..	32	28	..	12	75
..	56	16	..	31 $\frac{1}{2}$	28 $\frac{1}{2}$	..	11 $\frac{1}{4}$	80
..	54 $\frac{1}{2}$	16 $\frac{1}{2}$	..	31	29	..	10	90
..	53	17	..	30 $\frac{1}{2}$	29 $\frac{1}{2}$	..	9	100
..	51 $\frac{1}{2}$	17 $\frac{1}{2}$	..	30	30	..	7 $\frac{1}{2}$	120
..	50	18	..	29	31	..	6	150
..	48 $\frac{1}{2}$	18 $\frac{1}{2}$	..	28	32	..	4 $\frac{1}{2}$	200
..	47	19	..	27 $\frac{1}{4}$	33	..	2 $\frac{1}{4}$	400
..	46	19 $\frac{1}{2}$	..	26 $\frac{1}{2}$	34	..		
..	45	20	..	25	36	..		

On all Railways the distances are distinctly pointed out by posts erected each quarter of a mile; the rate of speed can be ascertained at once by referring to the above table.

# Names of Railways in England, as numbered in the Map.

	Miles	Amount share		Miles	Amount share
1. Birmingham & Derby Junction	38½	100	21. Manchester and Birmingham	40	£70
2. Birmingham and Gloucester	52	100	21. Manchester & Birmingham	40	70
3. Birmingham, Bristol, & Thames Junction .. .. .	3	20	22. Manchester and Leeds	60	100
4. Bolton and Leigh .. .. .	10	100	23. Manchester, Bolton, & Leeds	40	100
4. Keayon and Leigh .. .. .	10	100	24. Maryport and Carlisle	28	50
5. Bristol and Exeter .. .. .	76	100	25. Midland Counties .. .. .	57	100
6. Bolton and Preston .. .. .	14	50	26. Newcastle and Carlisle	61	100
7. Chester and Birkenhead .. .. .	15	50	27. Newcastle and North Shields	6½	50
7. Chester and Crewe .. .. .	18	50	28. North Midland .. .. .	72	100
9. Cromford and High Peak .. .. .	32½	—	29. North Union .. .. .	22	75
8. Croydon .. .. .	10	—	30. Northern and Eastern .. .. .	52	100
10. Eastern Counties	126	25	31. St. Helen's and Runcorn (Gap)	3	100
11. Grand Junction .. .. .	57	—	32. Sheffield and Manchester	40	100
12. Great North of England	74	100	33. Sheffield and Rotherham	6	25
13. Great Western .. .. .	117	100	34. Stockton and Darlington	25	100
14. Hull and Selby .. .. .	30	50	35. York and North Midland	23	50
15. Lancaster and Preston Junction	20	50	36. South Eastern and Dover	67	50
16. Leeds and Selby .. .. .	20	100	37. Canterbury and Whitstable	6	50
17. Leicester and Swannington	16	50	38. Greenwich .. .. .	4	20
18. Liverpool and Manchester	31	100	39. Preston and Wyre .. .. .	19	50
19. London and Birmingham	112	100	40. Taff Vale .. .. .	—	—
20. London and Southampton	76	—	41. Manchester & Bolton Extension	—	—
			42. London and Brighton	46	—



## CAB FARES

FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,

LONDON.

For a Two-Horse Carriage one half more, by Time or Distance.

FROM	Birmingham Station,	Easton squ.	Grt. Western Station, Paddington.	Sh. Western Station, Nine Elms.	Brighton Station, London Rdg.	Est. Counties Station, Shore Ditch.
Adelphi terrace stand ....	1s 4d	2s 4d	1s 8d	1s 8d	2s 0d	
Admiralty .....	1 4	2 4	1 8	1 8	2 4	
Aldgate pump .....	2 4	4 0	2 8	1 0	1 0	
Aldersgate st. ....	1 8	3 0	2 8	1 4	1 0	
Baker street, Crawford st..	1 4	1 0	2 8	3 0	3 4	
Bank of England.....	2 0	3 4	2 4	0 8	0 8	
Battersea bridge .....	3 8	3 0	1 8	4 0	..	
Bayswater road, Albion st..	1 8	0 8	2 8	3 0	3 4	
Ditto Flora garden....	2 0	0 8	2 4	3 8	3 4	
Bedford row ....	1 4	2 4	2 4	1 8	1 8	
Ditto square .....	0 8	2 0	2 4	2 0	2 0	
Belgrave square .....	2 4	2 0	1 8	3 0	3 4	
Birmingham railway station	..	2 0	2 8	2 4	2 4	
Bishopsgate st., Four Swans.	2 4	3 4	2 4	1 0	0 8	
Blackfriars rd. Stamford st.	2 0	3 0	1 8	1 0	1 8	
Ditto bridge street ....	1 8	2 8	2 0	1 0	1 4	
Blackwall Railway.....	2 4	3 8	2 4	0 8	1 0	
Bloomsbury square.....	0 8	2 4	2 4	1 8	2 0	
Bond street, Oxford-street	1 4	1 4	2 4	2 4	2 8	
British Museum .....	0 8	2 0	2 4	2 0	2 0	
Brighton railway station ..	2 4	3 8	2 0	..	1 4	
Bricklayers' arms .....	2 8	3 8	1 8	1 0	1 8	
Brixton church .....	3 8	4 4	1 8	2 8	3 4	
Bryanston square .....	1 8	1 0	2 4	3 0	3 0	
Buckingham gate .....	2 0	2 4	1 4	2 0	3 0	
Camden town, Unionterrace	0 8	2 0	3 0	2 8	2 4	
Cavendish square .....	1 0	1 4	2 4	2 4	2 8	
Charles street, Oxford street.	1 0	1 8	2 0	2 0	2 4	
Chancery lane .....	1 4	2 4	2 4	1 4	1 8	
Charing cross .....	1 4	2 4	1 8	2 0	2 0	
Cheapside .....	1 8	3 0	2 4	0 8	1 0	

FROM	Bir- ming- ham.	Great West- ern.	South West- ern.	Brigh- ton.	Eastern Coun- ties.
Chelsea Hospital.....	3 0	2 8	1 8	3 4	3 8
City road, Old street .....	1 8	3 0	3 0	1 4	0 8
Ditto Goswell st.road..	1 0	2 8	3 0	1 8	1 4
Clapham common windmill	4 4	3 8	2 0	3 0	3 8
Ditto road, Stockwell rd	3 4	3 8	1 0	2 0	2 0
Clerkenwell green .....	1 4	2 8	2 8	1 8	1 4
Cobham row.....	1 4	2 8	2 8	1 8	1 8
Compton st. Burton Crescent	0 8	2 0	2 8	2 4	2 0
Commercial road, Dock st..	3 0	4 0	3 0	1 8	1 8
Cornhill.....	2 0	3 4	2 4	0 8	0 8
Covent garden theatre .....	1 4	2 4	2 0	1 8	2 0
Covent garden, Henrietta st.	1 4	2 4	2 0	1 8	2 0
Custom house stairs .....	2 4	3 8	2 4	0 8	1 0
Colosseum.....	1 0	1 8	2 8	2 8	2 8
Drury lane theatre .....	1 4	2 4	2 0	1 8	2 0
Eaton square .....	2 4	2 4	1 4	2 8	3 4
Edgware rd. Nutford place	1 4	0 8	2 8	3 0	8 8
Eastern counties railway st.	2 4	3 8	2 8	1 4	..
Finsbury square .....	2 0	3 4	2 8	1 0	0 8
Fleet-street, obelisk .....	1 4	2 8	2 0	1 0	1 4
Foundling Hospital.....	1 0	2 4	2 8	1 8	2 8
Gloucester pl. lwr. York pl.	1 4	1 0	2 4	3 0	3 4
General Post Office .....	1 8	3 0	2 8	1 0	1 0
Goswell street, Seward st..	1 8	3 0	2 8	1 8	1 0
Gray's Inn gate .....	1 4	2 4	2 4	1 4	1 8
Grays inn lane, Portpool ln.	1 4	2 8	2 8	1 8	1 8
Great Western railway st..	1 8	..	3 0	3 8	3 8
Greenwich railway station..	2 4	3 8	2 0	..	1 4
Grosvenor square .....	1 8	1 4	2 0	2 8	3 0
Gracechurch st. Spread Egl	2 4	3 4	2 4	0 8	1 0
Guildford st. Grenville st..	0 8	2 4	2 8	2 0	2 0
Hatton garden, Holborn....	1 4	2 8	2 4	1 4	1 4
Hackney rd. Gloucester pl.	2 4	4 4	3 4	2 0	0 8
Hampstead rd. Chalk farm	1 0	1 8	3 8	3 0	2 8
Hanover square .....	1 4	1 4	2 4	2 4	2 8
Harley street.....	1 0	1 4	2 4	3 0	2 8
Haymarket .....	1 4	2 0	1 8	2 0	2 4
High street, Mary-le-bone	1 0	1 4	2 8	3 0	2 8
Holborn, Drury lane .....	1 0	2 0	2 0	1 8	2 0
Ditto Fetter lane .....	1 4	2 8	2 4	1 4	1 4
House of Commons .....	1 8	2 8	1 4	1 8	2 4
Hyde pk. corner, Piccadilly	2 0	2 0	1 8	2 8	3 0
Hatchett's Hotel, Piccadilly	1 8	2 0	2 0	3 4	2 8
Islington, Angel .....	1 0	2 8	3 0	1 8	1 4
Ditto Green .....	1 4	2 8	3 4	2 0	1 4

FROM	Birm- ham.	Great West- ern.	South West- ern.	Bright- on.	Eastern Coun- ties.
India House.....	2 4	3 4	2 4	0 8	0 8
Kennington, the horns.....	2 8	3 4	1 0	1 8	2 4
Kennington, Com. church...	3 0	3 8	0 8	1 8	2 8
Kensington Gore en. Hyd. pk	2 8	2 4	2 8	3 8	3 8
Kennington turnpike.....	2 8	3 8	1 0	1 8	2 8
Ditto lane, vauxhall st.	2 8	3 4	0 8	1 8	2 4
Kensington Gore, hafvy hse.	2 4	2 4	2 4	3 4	3 4
Ditto Gravel pits.....	2 4	1 4	3 4	4 0	4 0
Kentish Town, Traf. place..	1 0	2 4	3 8	3 0	2 4
King's Cross, New road....	0 8	2 0	3 0	2 0	2 0
King street, Guildhall ....	2 0	3 0	2 8	1 0	1 0
Knightsbridge Wilton pice.	2 0	1 8	2 0	2 8	3 0
Knightsbridge, Sloan street	2 4	1 8	2 0	2 8	3 4
Lambeth palace .....	2 4	3 0	1 4	1 4	2 8
Lad lane, swan with 2 necks	2 0	3 0	2 8	1 0	1 0
Lamb's, Condt. st. Gt. Or. st.	1 0	2 4	2 4	1 8	1 8
Leicester square .....	1 4	2 4	1 8	2 0	2 4
Lincoln's Inn Fields .....	1 0	2 4	2 4	1 8	1 8
London Bridge Wharf ....	2 4	3 4	2 4	0 8	1 0
Long Acre, St. Martin's lane	1 4	2 4	2 0	2 0	2 4
Long Lane, Charterhouse st.	1 8	3 0	2 8	1 4	1 0
Manchester Square.....	1 4	1 4	2 8	2 8	3 0
Marsh Gate, Lambeth ....	2 0	3 0	1 4	1 4	2 0
Mansion House .....	2 0	3 4	2 4	0 8	1 0
Mill End Turnpike.....	3 0	4 0	3 4	1 8	1 4
Montague Square .....	1 4	1 0	2 4	3 0	3 0
Moorfields, Ropemaker st..	2 0	3 4	2 8	1 0	0 8
Moorfields, Fore street ....	2 0	3 4	2 8	1 0	0 8
Moorgate street, Lond. Wall	2 0	3 4	2 4	1 0	0 8
New road, Harley street ..	1 0	1 4	2 8	3 0	2 8
Ditto Tot. court road..	0 8	1 8	2 8	2 4	2 4
Newington Butts, Eleph. & C.	2 4	3 4	1 4	1 0	1 8
New road, Paddington chap.	1 4	0 8	2 8	3 4	3 4
Old Bailey.....	1 8	3 0	2 4	1 0	1 4
Oxford street, Pantheon ....	1 4	1 8	2 4	2 4	2 4
Oxford st., Tottenham ct. rd.	1 4	2 0	2 0	2 0	2 0
Park lane, Grosvenor street.	1 8	1 4	2 0	3 0	3 0
Pentonville, St. James's ch.	1 0	2 4	3 4	2 0	1 8
Piccadilly, Ranger's lodge..	1 8	1 8	2 0	2 4	2 8
Piccadilly, Burlington arcade	1 8	2 0	2 0	2 4	2 8
Pimlico, Eceleston street...	2 4	2 4	1 4	2 4	3 4
Portland st., N. Cavendish st.	1 0	1 8	2 4	2 8	2 8
Portman square .....	1 4	1 0	2 4	2 8	3 0
Queen's square, Bloomsbury	1 0	2 4	2 8	1 8	2 0
Queen's sq., Westminster	2 0	2 8	1 8	2 0	2 8

FROM	Birm- ham.	Great West- ern.	South West- ern.	Bright- on. L. Brdg.	Eastern Coun- ties.
Ratcliffe Highway .....	2 8	4 4	3 0	1 8	1 4
Regent Circus, Oxford street	1 4	1 4	2 4	2 4	2 4
Russel Square .....	0 8	2 0	2 4	2 0	2 0
Red Lion, Strand .....	1 4	2 4	2 0	1 8	1 8
St. James's Palace .....	1 8	2 0	2 0	2 4	2 8
St. Paul's, Ludgate hill ....	1 8	3 0	2 4	1 0	1 4
Shoreditch church .....	2 0	3 8	3 0	1 4	0 8
Smithfield .....	1 8	3 0	2 4	1 4	1 0
Snow hill, King's arms ....	1 4	2 8	2 4	1 4	1 4
Soho Square .....	1 0	2 0	2 0	2 0	2 4
Somerset House .....	1 4	2 4	2 0	1 8	1 8
Sessions House, Clerkenwell	1 4	2 8	2 8	1 8	1 8
South Western railway....	2 8	3 0	..	2 0	2 8
Southwark Bridge .....	2 0	3 4	2 0	0 8	1 0
St. Luke's Hospital.....	1 8	3 4	3 0	1 4	1 0
Stones end, Borough .....	2 4	3 4	1 8	0 8	1 8
Temple Bar .....	1 4	2 8	2 0	1 4	1 8
The Tower .....	2 4	4 0	2 8	1 0	1 0
Vauxhall Bridge Surrey side	2 4	3 0	0 8	1 8	2 8
Victoria Theatre .....	2 0	3 0	1 4	1 0	1 8
Waterloo Bridge, Surrey side	1 4	2 4	1 8	1 4	1 8
Watling street, Queen street	2 0	3 0	2 4	0 8	1 0
Westminster Ab., West door	1 8	2 8	1 4	1 8	2 4
Westminster Bridge centre..	1 8	2 8	1 4	1 8	2 4
Whitechapel. Union street	2 8	4 0	3 0	1 4	1 0
White Conduit House ....	1 0	2 8	3 4	2 0	1 8
Zoological gard. Regent's spk.	1 4	2 4	3 4	3 8	3 4

**The above Fares having been revised by a Government Officer may be relied on as correct.**

**FARES BY TIME.**—For any Time not exceeding thirty minutes, 8d.; above thirty minutes and not exceeding forty-five, 1s.; above forty-five minutes and not exceeding one hour, 1s. 4d.; and so on at the rate of 4d. for every fifteen minutes, or fractional part of fifteen minutes.

The driver may charge by time or by distance, but not by both.

Persons leaving property in Hackney Carriages should apply at the Stamp and Tax Office, Somerset House.



# BIRMINGHAM CAB FARES

FROM THE RAILWAY STATION, CURZON STREET,

TO	s	d	TO	s	d
Albion hotel .....	1	0	Ieknield bridge, Monumt-rd.	2	0
Botanic gardens, Edgbaston	2	6	News room .....	1	0
Bell inn, Bristol road .....	1	6	Old square, Stork hotel	1	0
Brmgng. Canal off. Paradise-stl	0	0	Post office .....	1	0
Crescent (any part) .....	1	6	Plough & Harrow, Hagley rd.	2	6
Dee's Royal hotel .....	1	0	Swan hotel .....	1	0
Deaf & Dumb Institutions .....	2	6	St. Martin's church .....	1	0
Deritend bridge .....	1	0	St. Philip's ch. (Dee's hotel)	1	0
Edg baston church, by Bris. rd.	2	6	St. George's church .....	1	0
" by Broad street	3	0	St. Mary's chapel .....	1	0
Edgbaston, Wellington st.	2	0	St. Paul's chapel, Ludgate hill	1	6
Fair View House, Hagley rd.	2	6	Sand pits Tollgate .....	2	0
Five ways Tollgate .....	2	0	Trinity chapel, Deritend	1	6
Free school, New street .....	1	0	Town Hall .....	1	0
General Hospital .....	1	0	Theatre .....	1	0
Hen and Chickens hotel .....	1	0			

The Omnibus charge is 6d each to or from the station and the centre of the town. All the principal hotels and inns are within 1 mile of the station.

# BRISTOL FLY FARES

FROM THE GREAT WESTERN RAILWAY STATION,

TO	s	d	TO	s	d
Bell Vue, Clifton .....	1	4	King's parade .....	1	8
Berkeley square .....	1	0	Lawford's gate, Bridewell	1	0
Blackbird's gate, Staplethn rd	1	8	Montague parade .....	1	4
Bottom of Horfield road .....	1	0	Mr. Tyndall's gate .....	1	4
Bottom of Park street .....	1	0	Mile stone, Glo'ster road	1	8
College street .....	1	0	Mile stone at Baptist mill	1	8
Com. pound, Durdham down	2	0	Opposite Mr. Walker's house,		
Cross roads, Glo'ster road .....	1	4	Redland .....	2	0
Cumberland basin .....	1	8	Public house called the Glass		
Dowry parade .....	1	8	house, Lawrence hill	1	4
Glo'ster row, by Richmd. ter.	2	0	Redland court, thro' Stoke's		
Glo'ster hotel, Hotwells .....	1	8	croft .....	1	8
Great Western Cotton works	1	8	Rownham Ferry, by N gaol	1	8
Hotwell house, .....	2	0	Royal Western hotel, Coll. pl.	1	0
Hotwell house, via New Gaol	1	8	Saville, by Richmond terrace	1	8
House, called White Ladies	2	4	St. Matthew's church .....	1	4
Inns or coach offices in			Top of Stoke's croft .....	0	0
Bath st, Thomas st, High	1	0	White hart, Linekiln lane	1	0
st, Corn st, Wine street,			Saville place, Berkeley place	1	4
Broadmead, or North st.			Zoological gardens .....	2	4

One-third more than the above fares may be charged for every person exceeding three inside, or two inside and one outside

# MANCHESTER COACH & CAB FARES,

FROM THE  
LIVERPOOL, LEEDS, AND BIRMINGHAM RAILWAY STATIONS.

A Two-Horse charged one-third more than a One-Horse Coach

FROM	Bolton Railway Station, Salford.	Leeds Station, Hunt's Bank.	Birming- ham stati- on, Store street.
	1 H. Cab. s d s d	1 H. Cab. s d s d	1 H. Cab. s d s d
Albion Hotel, Piccadilly .....	1 0 0 9	1 0 0 9	1 0 0 9
Banks, to all in the town .....	1 0 0 9	1 0 0 9	1 0 0 9
Blackfriars' inn .....	1 0 0 9	1 0 0 9	1 4 0 0
Birmingham Railway station ..	1 1 0 0	1 4 1 0	.. ..
Bolton Railway station .....	.. ..	1 0 0 9	2 8 2 0
Bush inn, Deansgate .....	1 0 0 9	1 0 0 9	1 0 0 9
Cemetery, Ardwick .....	2 4 1 9	2 4 1 9	2 8 2 0
" Harpurhey .....	3 4 2 6	2 4 1 9	1 0 0 9
" Rusholme road .....	1 8 1 3	1 8 1 3	2 8 2 0
" Cheetham hill .....	3 0 2 3	2 3 1 6	1 4 1 0
Clarence inn, Spring gardens ..	1 0 0 9	1 0 0 9	1 4 1 0
Commercial inn, Market street	1 0 0 9	1 0 0 9	1 4 1 0
Corn Exchange .....	1 0 0 9	1 0 0 9	1 4 1 0
Exchange, Market place .....	1 0 0 9	1 0 0 9	1 4 1 0
King's arms, Deansgate .....	1 0 0 9	1 0 0 9	1 4 1 0
Ladyman's hotel, Bridge street	1 0 0 9	1 0 0 9	1 4 1 0
Leeds Railway station, H. Bank	1 0 0 9	.. ..	1 4 1 0
Liverpool Railway sta., H. Bank	1 0 0 9	.. ..	1 4 1 0
Mosley arms, Piccadilly .....	1 0 0 9	1 0 0 9	1 0 0 9
Piccadilly coach stand .....	1 0 0 9	1 0 0 9	1 0 0 9
Post Office, Brown street .....	1 0 0 9	1 0 0 9	1 0 0 9
Royal hotel, Mosley street .....	1 0 0 9	1 0 0 9	1 0 0 9
Rainbow tavern, Market street	1 0 0 9	1 0 0 9	1 0 0 9
Royal Institution .....	1 0 0 9	1 0 0 9	1 0 0 9
School for the Deaf and Dumb	2 8 2 0	2 8 2 0	2 8 2 0
Star inn, Deansgate .....	1 0 0 9	1 0 0 9	1 4 1 0
St. Ann's square Coach stand ..	1 0 0 9	1 0 0 9	1 4 1 0
St. Peter's Coach stand .....	1 0 0 9	1 0 0 9	1 0 0 9
Talbot inn, Market street .....	1 0 0 9	1 0 0 9	1 0 0 9
Thatched House tavern .....	1 0 0 9	1 0 0 9	1 0 0 9
Theatre, Queen's .....	1 0 0 9	1 0 0 9	1 0 0 9
Town Hall, King street .....	1 0 0 9	1 0 0 9	1 0 0 9
" Salford .....	1 0 0 9	1 0 0 9	1 0 0 9
Botanical Gardens .....	2 8 2 0	3 0 2 3	3 0 2 3

## LIVERPOOL COACH AND CAR FARES

FROM THE  
RAILWAY STATION, LIME STREET.

Coach/Car		Coach/Car	
s	d	s	d
Abercromby-square	1 6 1 0	Childwall	6 0 4 0
Adelphi hotel	1 0 0 8	Clarence Dock (centre g)	2 6 1 8
Aigburth Church	5 6 3 8	Clayton-square	1 0 0 8
Anfield lodge	3 0 2 0	County House of Corree	3 0 2 0
— house	3 6 2 4	Custom-house	1 6 1 0
Angel hotel	1 0 0 8	Duke-st, end Hanover-st.	1 0 0 8
Ashfield	5 6 3 8	— end Berry-street	1 6 1 0
Beacon's-gutter	2 6 1 8	Duke's-place	1 6 1 0
Bedford-st, north of Aber-		Edge-hill Coffee House	2 0 1 4
cromby-square	1 6 1 0	Edge-lane hall	2 6 1 8
— south of ditto	2 0 1 4	Everton village, west end	1 6 1 0
Berry-st, end Knight-st	1 0 0 8	Brow, end of Nether-	
Bevington-bush, top end	1 6 1 0	field-road south	1 6 1 0
Bold-st	1 0 0 8	Crescent	1 6 1 0
Bootle lower rd, south end	3 0 2 0	Netherfield-rd, south	2 0 1 4
First Toll-bar	3 6 2 4	— Ditto north end	2 6 1 8
Bootle Church & Village	5 0 3 4	St. Ann's hill	3 6 2 4
Borough Gaol	2 0 1 4	Fairfield, London-road	2 6 1 8
Botanic Garden (New)	2 6 1 8	Falkner-st, end Bedford-st	1 6 1 0
Boundary-street, Kirk-		— end Smithdown-lane	2 0 1 4
dale road, end of	2 6 2 8	Falkner-terrace, Upper	
Breck-lane, end White-		Parliament-st	2 0 1 0
field-lane	2 6 1 8	Fox-st, end G. Homer-st.	1 6 1 0
Breck-house	3 6 2 4	George's-pier	1 6 1 0
Brook-ho, Smithdown-la	3 6 2 4	Gilead-house, Kensington	2 0 1 4
Brougham-terrace	1 6 1 0	Gloucester pl. (centre of)	1 6 1 0
Brownlo-st, end Dover-st	1 0 0 8	Grinfield-street, Smith-	
— end Brownlow-hill	1 6 1 0	— down-lane	2 0 1 4
Brunswick-dock (centre)	2 6 1 8	Gt-Geo's-st, St James-st	1 6 1 0
Cabbage-hall	3 0 2 0	Gt. Homer-st, end Fox-st.	1 6 1 0
Calderstones, Allerton	6 0 4 0	Gt. Mersey-st, Kirkdale	2 6 1 8
Canal Packet Station.		Gt. Oxford-st, N. southe	2 0 1 4
Leeds-street	1 6 1 0	— north end	2 0 1 4
Canning-st, N. Cemetery	1 6 1 0	Hanover-st, Duke-st	1 0 0 8
Percy-street	1 6 1 0	— Canning-place	1 6 1 0
Grove-street	2 0 1 4	Heathfield-house	5 0 3 4
Cattle Market (New)	3 6 2 4	Hope-st, to Canning-st.	1 6 1 0
Cemetery (New)	6 1 0	— to Up. Parliament-st.	2 0 1 4
Chatham-street	2 0 1 4	Huskisson-st, Chatham-	
Chester-st, Upper War-		street	2 0 1 4
wick-street	2 0 1 4	Islington-sq, end Shaw-st	1 0 0 8

(OVER)

Coach/Car		Coach/Car	
s	d	s	d
Kensington to Mr Carvers	1 6 1 0	Seacombe-slip	1 6 1 0
Queen's Arms Hotel	1 6 1 0	Seel-street	1 0 0 8
Kirkdale, Liver inn	2 6 1 8	Shaw-street, Islington	1 6 1 0
Lark-hill (West Derby)	4 6 3 0	— Everton Brow	1 6 1 0
Low-hill	1 6 1 0	Smithdown lane, end of	
Marybone, end Gt. Cross		Lodge-lane	2 6 1 8
— hall-street	1 0 0 8	Soho-st, end W. Henry-st	1 0 0 8
Moss-st, Islington-sq	1 0 0 8	South Shore (tall house)	3 0 2 0
— London-road	1 6 1 0	Spelklands	2 6 1 8
Mount-pleasant, end of		Stanhope-street	2 0 1 4
Hope-street	1 6 1 0	St. Ann's Church	1 0 0 8
Necropolis, Low hill	1 6 1 0	St. Anthony's Chapel	2 0 1 4
Netherfield-road North,		St. James' Market	1 6 1 0
Mr. Earle's house	2 0 1 4	St. James' walk, Upper	
Newsham-house	2 6 1 8	Parliament-street	2 0 1 4
Oak-hill, Old Swan	4 6 3 0	St. Martin's Market	1 6 1 0
Old Swan	4 0 2 8	St. Michael's Ch. Pitt-st.	1 6 1 0
Oxford-st, Crown st.	2 0 1 4	St. Patrick's Chapel, St.	
Paddington, half way up	1 6 1 0	James'	2 0 1 4
Park-lane, end Kent-st	1 6 1 0	Town-hall	1 6 1 0
Parliament-st, Queensdk	2 6 1 8	Toxteth-park, High-park	
Pembroke-place, end of		Coffee house	2 6 1 8
Ashton-street	1 0 0 8	Lower park Coffee-h.	3 0 2 0
Pythian-st, Low-hill (cen)	1 6 1 0	The Dingle	3 0 2 4
Plumbe's-hall	2 6 1 8	Herculeanum pottery	3 6 2 4
Prince's dock, center ga.	2 0 1 4	St. Michael's church	4 0 2 8
— Ba-in	2 6 1 8	Fulwood lodge	1 6 3 0
Queen's dock, Norfolk-st.	2 0 1 4	Otterspool	5 0 3 4
Queen's Square	1 0 0 8	Tue-brook	3 6 2 4
Railway Sta. Wapping	2 0 1 4	Vauxhall rd, end Leeds-st	1 0 0 8
Ranelagh-place	1 0 0 8	Burlington-st.	1 6 1 0
Richmond-hill, Breck-la.	3 0 2 0	Leigh bridge	2 0 1 4
Rodney-st, Leece st	1 0 0 8	Warwick-street, Park-rd	2 0 1 4
— Mount-pleasant	1 0 0 8	Waterloo hotel	1 0 0 8
Rodney-st, Duke-street	1 6 1 0	Wavertree	4 0 2 8
Roscommon-st, bot. end	1 6 1 0	Wellington-road	2 6 1 8
— Netherfield-rd. south	2 0 1 4	West Derby Chapel	5 0 3 4
Royal hotel	1 0 0 8	West Derby-street	1 6 1 0
Sandhill's-bridge	3 0 2 0	Williamson-square	1 0 0 8
Saracen's-head inn	1 0 0 8	Windsor-st, Up. Hill-st	
Scotland-place	1 0 0 8	Harrington	2 0 1 4
Scotland-rd. Mile end	1 6 1 0	Zoological Gardens	2 0 1 4

FARES.—The fare of every Carriage, being a COACH, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—CAR fares one-third less.

# LEEDS HACKNEY COACH FARES.

For Coaches with four wheels From 7 in the morning till 12 at night

## BY TIME.

Not exceeding first quarter of an hour .....	1s 0d
Every succeeding quarter of an hour .....	0 6
For every day not exceeding 12 hours .....	18 0

## BY DISTANCE.

Not exceeding two-thirds of a mile .....	1 0
Exceeding two-thirds of a mile, but not exceeding 1 mile 1 .....	6
For every distance not exceeding one-third of a mile after the first mile, additional .....	0 6
For every passenger above four an addition of one-fourth of the whole fare .....	0 6
For every stoppage (after the 1st fare) to take 2 or more up .....	0 6
For every quarter of an hour waiting, after being called or sent for, additional .....	0 6
Persons calling a Coach and not using it .....	1 0
Coaches taken through a Tollgate where mileage is due, for every mile, additional .....	0 3

Where any Coach is sent for and not used, the sum charged to be according to the distance from the Stand or other place where engaged, to the place where sent to, with an additional charge for waiting, if any due.

Where the fare for any Coach, &c. with 4 wheels, amounts to 4s., or for any Car, &c. with two wheels, to 3s., the person or persons hiring the same to be at liberty to detain the same not exceeding one hour, and return again for half fare.

The driver or owner to be at liberty to charge either for time or distance, at his option.

Where any Coach or other carriage, with four wheels or two wheels, shall take up a fare, between the hours of 12 o'clock at night and 7 o'clock in the morning, (which the owner or driver may, at his option, elect or decline to do), such owner or driver shall be entitled to demand and receive double the fares above-mentioned; which fares shall be deemed a compensation for any reasonable luggage\* which the passenger may have with him.

The Omnibus charges are 6d, each to all parts of the town, with 112lbs. of luggage to each person.

This applies both to night and day fares.

# GLASGOW HACKNEY COACH FARES.

## ONE SHILLING FARES.—HALF MILE.

*From the stand at the Cross, to*

Sidney street, Gallowgate—High Church—Royal Exchange—South End of Old Bridge.

*From the stand, foot of Glassford street, to*

Foot of Jamaica street—St. George's Church—York street, Argyll street—Portland street, Carlton Place.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
Henrietta street, Gallowgate.

*From the stand, Maxwell street, to*

Mains street, Argyll street—Carlton Place—Brown street, Broomielaw—John street, George street—Renfield street, St. Vincent street.

*From the stand, West George street, near Renfield street to*  
Woodside street, Garscube road—Oswald street, Broomielaw—Albion street, George street.

*From the stand, south side of George Square, to*  
Cowcaddens Toll—North End of Glasgow Bridge—Blythswood Place—North End of Old Bridge.

*From the stand, Steam Boat Quay, to*  
Cranston Hill—North End of Glasgow Bridge.

## One Shilling and Sixpence—One mile.

*From the stand at the Cross, to*

St. Rollox, Monkland Canal—Gorbals Church Yard—East End of Sauchiehall road.

*From the stand, foot of Glassford street, to*  
Port-Eglington—Clyde street, Broomielaw—Maitland street, Maxwellton place—Cowcaddens.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
York street, Argyll street—St. George's Church—Camlachie Toll—Foot of Jamaica street.

*From the stand, Maxwell street, to*  
West End of Anderston—Cavalry Barracks—Steam Boat Quay—Port-Dundas road—Infirmary.

*From the stand, West George street, near Renfield street, to*  
Black Quarry Toll—Port-Eglington, West End of Anderston—South End of Hutcheson Bridge—Port Dundas.

*From the stand, south side of George Square, to*  
Port Dundas—Monkland Canal Basin—Steam Boat Quay.

*From the Stand, Steam Boat Quay, to*  
George Square—Hutcheson Bridge—Eglington street.



**Two Shillings and Threepence.**

ONE AND HALF MILE.

*From the stand at the Cross, to*  
 Botanic Gardens—Sighthill—Port-Eglinton—Steam Boat Quay  
 —Rutherglen Bridge.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
 West End of Anderston—Clyde street, Broomielaw.

*From the stand, Maxwell street, to*  
 Sandyford Toll—Black Quarry Toll.

*From the stand, West George street, near Renfield street, to*  
 Sandyford Toll—Whitevale.

*From the stand, south side of George Square, to*  
 Botanic Garden—Lodge-my-Loons—Hamilton Hill.

*From the stand, Steam Boat Quay, to*  
 Infantry Barracks—Blythswood Place—Kensington Place.

**Two Shillings and Sixpence.**

ONE AND THREE-QUARTERS MILE.

*From the stand at the Cross, to*  
 Shawfield Toll—Flemington—Port-Eglinton Toll—Sawmillfield.

*From the stand, foot of Glassford street, to*  
 Strathbungo—Carnytne Toll—Sighthill—St. George's road.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
 Finnieston road, Dumbarton road—Muirhouse Toll—Sighthill.

*From the stand, Maxwell street, to*  
 St. George's road.

*From the stand, West George street, near Renfield street, to*  
 Campbellfield, Gallowgate—Strathbungo—Barrowfield Toll.

*From the stand, south side of George Square, to*  
 Sighthill—Strathbungo—Shawfield Printfield.

*From the stand, Steam Boat Quay, to*  
 Port-Dundas—Garnethill—Green street, Great Hamilton st.

**Southampton Flys.**

To or from the Railway Terminus or any of the Hotels, or to any part of the town at the following fares:—

	1 H.	2 H.
<b>FLYS, (Luggage included.)</b>	s. d.	s. d.
To the Pier, and all below the Bar.....	1 0	1 6
To any part above Bar, or within the boundaries of the Town.....	1 6	2 0
To Four-post, Highfield, and Portswood ....	2 6	3 0
<i>Barrowmen and Porters.</i>	s. d.	
To the Pier, and all below the Market.....	1 0	
To above the Market, and within the Bar	1 6	
To above the Bar.....	2 0	

**DUBLIN COACH AND CAR FARES.**

Note.—All public carriages are under the control of the Magistrates of the head office of Police, Exchange Court, Royal Exchange, to whom complaints against owners or drivers are to be preferred, within fourteen days after the offence is committed.

**RATES ACCORDING TO TIME.**

	From 6 a.m. to 12 Night.		From 12 Night to 6 a.m.	
	Coach	Car	Coach	Car
A Set-down within the public lights, if within the Circular Road.....	s. d. 1 4	s. d. 0 10	s. d. 2 0	s. d. 1 3
Beyond the Circular Road, and within the Royal and Grand Canals.....	1 6	1 0	2 2	1 6
For the first hour .....	2 0	1 3	2 0	1 3
For every hour after .....	1 6	0 8	2 0	1 3
For twelve hours.....	12 6	7 0	—	—

Fares of Carriages plying as stages between Dublin and Kingstown:—

For an inside seat in a Coach or Caravan, drawn by two or more horses ..... 1 6  
 For an outside seat on same..... 0 8

Those carriages cannot be compelled to leave Kingstown road, except by private agreement.

All carriages to travel at the rate of five miles per hour, at the least.

Carriages are deemed on their stand wherever met, provided they be not at the time actually engaged.

A set-down implies going to any of the places, rated, and returning with the employer, provided there be not a delay of more than fifteen minutes.

If there be a delay of more than fifteen minutes caused by the employer at any place rated, the driver may charge the set-down there, and for every half-hour after, at the same rate as if taken by the hour.

Drivers of carriages or cars have the choice of being paid either the fare to any of the places rated, or by the hour; but in no case to exceed a day's fare.

Each carriage or car to carry four grown persons and 30lbs. of luggage, or a child on the lap, and no more, except by agreement with the driver. The owners and drivers of carriages and cars are required by the Magistrates to have a book of the fares always with them when employed by the public, to produce to them for their information, and any driver neglecting to have such book of fares, or refusing to produce it when demanded, by the person hiring the same, is liable to a penalty of twenty shillings.

## TABLE

## OF THE LATITUDES AND LONGITUDES,

And consequent Difference of Time, in *minutes* and *seconds*, compared with GREENWICH, of some of the principal Towns and Ports in the Empire; from which also the difference of time at any two places named in the Table, may readily be found.

## ENGLAND AND WALES.

Names of Places, &c.	Latitude N.	Longitude	Time, fast or slow as compared with Greenwich	
			MIN.	SEC.
Bangor .. ..	53 14	4 6 W	16	24 slow
Barnsley .. ..	53 34	1 32 W	6	8 slow
Bath .. ..	51 23	2 22 W	9	28 slow
Berwick .. ..	55 47	2 0 W	8	0 slow
Birmingham ..	52 30	1 53 W	7	32 slow
Bolton .. ..	53 35	2 26 W	9	44 slow
Bridgewater ..	51 8	2 59 W	11	56 slow
Brighton .. ..	50 50	0 8 W	0	32 slow
Bradford, York	53 48	1 47 W	7	8 slow
Bristol .. ..	51 27	2 35 W	10	20 slow
Buxton .. ..	53 15	1 55 W	7	40 slow
Cambridge .. ..	52 13	0 6 E	0	24 fast
Canterbury ..	51 18	1 4 E	4	16 fast
Carlisle .. ..	54 53	2 04 W	11	36 slow
Cheltenham ..	51 54	2 4 W	8	16 slow
Chester .. ..	53 11	2 53 W	11	32 slow
Coventry .. ..	52 24	1 30 W	6	0 slow
Croydon .. ..	51 23	0 7 E	0	28 fast
Darlington ..	54 32	1 34 W	6	16 slow
Derby .. ..	52 56	1 28 W	5	52 slow
Dover .. ..	51 8	1 18 E	5	12 fast
Dungeness Lt. house	.. ..	0 58 E	3	52 fast
Durham .. ..	.. ..	1 30 W	6	0 slow
Eddystone Lt. house	50 11	4 17 W	17	8 slow
Exeter .. ..	50 43	3 32 W	14	8 slow
Falmouth .. ..	50 9	5 4 W	20	16 slow
Gloucester .. ..	51 52	2 14 W	8	56 slow
Halifax .. ..	53 44	1 52 W	7	28 slow
Holyhead .. ..	53 19	4 38 W	18	32 slow
Hull .. ..	53 45	0 20 W	1	20 slow
Ipswich .. ..	52 4	1 8 E	4	32 fast
Lancaster .. ..	54 3	2 47 W	11	8 slow

## ENGLAND AND WALES.

Names of Places, &c.	Latitude N.	Longitude	Time, fast or slow as compared with Greenwich	
			MIN.	SEC.
Land's End ..	50 5	5 43 W	22	52 slow
Leeds .. ..	53 48	1 34 W	6	16 slow
Leicester .. ..	52 38	1 8 W	4	32 slow
Lincoln .. ..	53 14	0 33 W	2	12 slow
Liverpool .. ..	53 25	2 59 W	11	56 slow
Lizard Light ..	49 57	5 13 W	20	52 slow
London, Saint Paul's	51 31	0 5 W	0	22 slow
Macclesfield ..	53 16	2 8 W	8	32 slow
Manchester ..	53 29	2 13 W	8	52 slow
Merthyr Tydvil ..	51 44	3 22 W	13	28 slow
Newcastle-on-Tyne	54 59	1 37 W	6	28 slow
Northampton ..	52 14	0 54 W	3	36 slow
Norwich .. ..	52 38	1 18 E	5	12 fast
Nottingham ..	52 58	1 9 W	4	36 slow
Oxford .. ..	51 45	1 15 W	5	1 slow
Plymouth .. ..	50 23	4 7 W	16	29 slow
Portsmouth ..	50 47	1 6 W	4	24 slow
Preston .. ..	53 46	2 41 W	10	44 slow
Ramsgate .. ..	51 21	1 24 E	5	36 fast
Rochdale .. ..	53 37	2 9 W	8	36 slow
Rugby .. ..	52 22	1 15 W	5	0 slow
Scarborough ..	54 17	24 W	1	36 slow
Selby .. ..	53 47	1 3 W	4	12 slow
Shields .. ..	55 0	1 26 W	5	44 slow
Sheffield .. ..	53 23	1 30 W	6	0 slow
Southampton ..	50 54	1 24 W	5	36 slow
Stafford .. ..	52 48	2 7 W	8	28 slow
Stockport .. ..	53 25	2 9 W	8	36 slow
Stockton-on-Tees	54 34	1 19 W	5	16 slow
Sunderland .. ..	54 55	1 23 W	5	32 slow
Wakefield .. ..	53 41	1 32 W	6	8 slow
Wigan .. ..	53 33	2 38 W	9	52 slow
Winchester ..	51 4	1 19 W	5	16 slow
Windsor .. ..	51 29	0 37 W	2	28 slow
Wolverhampton ..	52 35	2 8 W	8	32 slow
Worcester .. ..	52 12	2 13 W	8	52 slow
Yarmouth .. ..	52 36	1 46 E	7	4 fast
York .. ..	53 58	1 6 W	4	24 slow

## ISLE OF MAN.

Douglas .. ..	54 11	4 30 W	18	0 slow
---------------	-------	--------	----	--------



☾ New Moon  
☉ First Quar.  
☾ Full Moon  
☉ Last Quar.

**JAN.**  
1st Month

	S	M	T	W	T	F	S
☉ 4, 2.25 a	4	5	6	7	8	9	10
☉ 12, 2.2 a	11	12	13	14	15	16	17
☉ 20, 3.52 a	18	19	20	21	22	23	24
☉ 27, 9.23 m	25	26	27	28	29	30	31

**FEB.**  
2d Month

	S	M	T	W	T	F	S
☉ 3, 5.11 m	8	9	10	11	12	13	14
☉ 11, 9.12 m	15	16	17	18	19	20	21
☉ 19, 4.44 m	22	23	24	25	26	27	28
☉ 25, 7.32 a							

**MARCH**  
3rd Month

	S	M	T	W	T	F	S
☉ 4, 10.32 a	8	9	10	11	12	13	14
☉ 13, 2.49 m	15	16	17	18	19	20	21
☉ 20, 1.58 a	22	23	24	25	26	27	28
☉ 27, 5.51 m	29	30	31				

**APRIL**  
4th Month

	S	M	T	W	T	F	S
☉ 3, 5.12 a	5	6	7	8	9	10	11
☉ 11, 5.55 a	12	13	14	15	16	17	18
☉ 18, 8.24 a	19	20	21	22	23	24	25
☉ 26, 4.48 a	26	27	28	29	30		

**MAY**  
5th Month

	S	M	T	W	T	F	S
☉ 3, 11.52 m	3	4	5	6	7	8	9
☉ 11, 6.58 m	10	11	12	13	14	15	16
☉ 18, 1.27 m	17	18	19	20	21	22	23
☉ 25, 4.44 m	24	25	26	27	28	29	30

**JUNE**  
6th Month

	S	M	T	W	T	F	S
☉ 2, 5.30 m	7	8	9	10	11	12	13
☉ 9, 3.36 a	14	15	16	17	18	19	20
☉ 16, 6.38 m	21	22	23	24	25	26	27
☉ 23, 5.48 a	28	29	30				

**QUARTERLY**  
TIDES  
Lady's 25 Mar  
Mids. 24 June  
Mich. 29 Sept  
Chris. 25 Dec.

**JULY**  
7th Month

	S	M	T	W	T	F	S
☉ 1, 9.24 a	5	6	7	8	9	10	11
☉ 8, 11.11 a	12	13	14	15	16	17	18
☉ 15, 1.24 a	19	20	21	22	23	24	25
☉ 23, 8.3 m	26	27	28	29	30	31	
☉ 31, 11.3 m							

**AUG.**  
8th Month

	S	M	T	W	T	F	S
☉ 7, 6.0 m	2	3	4	5	6	7	8
☉ 13, 10.51 a	9	10	11	12	13	14	15
☉ 21, 11.25 a	16	17	18	19	20	21	22
☉ 29, 10.19 a	23	24	25	26	27	28	29
	30	31					

**SEPT.**  
9th Month

	S	M	T	W	T	F	S
☉ 5, 1.16 a	6	7	8	9	10	11	12
☉ 12, 11.42 m	13	14	15	16	17	18	19
☉ 20, 3.34 a	20	21	22	23	24	25	26
☉ 28, 7.27 m	27	28	29	30			

**OCT.**  
10th Month

	S	M	T	W	T	F	S
☉ 4, 10.5 a	4	5	6	7	8	9	10
☉ 12, 4.8 m	11	12	13	14	15	16	17
☉ 20, 7.44 m	18	19	20	21	22	23	24
☉ 27, 3.10 a	25	26	27	28	29	30	31

**NOV.**  
11th Month

	S	M	T	W	T	F	S
☉ 3, 9.11 m	8	9	10	11	12	13	14
☉ 10, 11.44 a	15	16	17	18	19	20	21
☉ 18, 11.0 a	22	23	24	25	26	27	28
☉ 25, 10.31 a	29	30					

**DEC.**  
12th Month

	S	M	T	W	T	F	S
☉ 2, 10.46 a	6	7	8	9	10	11	12
☉ 10, 9.16 a	13	14	15	16	17	18	19
☉ 18, 0.42 a	20	21	22	23	24	25	26
☉ 25, 6.36 m	27	28	29	30	31		

## INDEX.

Miles	PAGE	Miles	PAGE
15	Almanack for 1846..... 72	1124	London & Birmingham, 15, 16, 17, 18
	Arbroath and Forfar..... 46		London and Birmingham,
	Belfast and Portadown..... 48		Map of..... 58
	Birmingham Cab Fares..... 62		London Cab Fares..... 58
	Birmingham, Plan of..... 11		London and Croydon..... 11
	Birmingh. & Derby Map..... 11		London and Blackwall..... 11
	Birmingham and Gloucester, 504		London and Brighton..... 12
	Map of Line..... 774		London and South West..... 4
	Bolton and Kenyon..... 44		London and South Westm.
	Ditto ditto, Map of Line..... 27, 28		Map of.....
903	Bristol and Birmingham..... 27, 28		Manchester, Plan of.....
	Bristol, Plan of..... 62		Manchester Coach & Cab
	Bristol Fly Fares..... 62		Fares..... 63
21	Chester and Crewe..... 19	243	Manchester, Bolton, and
143	Chester and Birkhead..... 23		Preston..... 42
	Dublin and Drogheda..... 48	85	Manchester and Birming-
	Dublin and Kingstown..... 48		ham..... 24, 25, 26
	Dublin Coach & Car Fares..... 69	61	Manchester and Leeds..... 39, 40
162	Dundee and Arbroath..... 46		Ditto ditto, Map of Line.....
	Dundee and Newtyle..... 46		Maryport and Carlisle..... 45
	Durham and Sunderland..... 36	493	Midland (South Branch) 29, 30
503	Eastern Counties, Colches-	412	Ditto (West ditto)..... 33
	ter Line..... 6	73	Ditto (North ditto) 31, 32
323	Ditto, Cambridge Line..... 8		Ditto (South) Map of
403	Edinburgh and Glasgow..... 45		Mileage Table..... 56
	England and Wales, Names	60	Newcastle and Carlisle..... 34
	of Railways in..... 57		Newcastle and N. Shields..... 44
	Glasgow, Paisley, & Greenk..... 46	22	North Midland, Map of,
223	Glasgow Coach Fares..... 67		North Union..... 43
	Glasgow Coach Fares..... 67		Ditto ditto, Map of Line.....
	Gravesend and Rochester..... 11		Norfolk Railway, (Ely and
1933	Great Western..... 1, 2, 3		Norwich)..... 9
	Great Western, Map of		Do. Yarmouth & Norwich
	Line..... 35, 36	83	Nettingham and Derby 29, 30
45	Great North of England &		Oxford, Plan of..... 46
	Newcastle & Darlington..... 35, 36		Paisley and Renfrew..... 46
51	Glasgow and Ayr..... 47		Preston and Wyre..... 44
823	Grand Junction..... 19, 20		Preston and Wyre, Map of
	Grand Junction, Map of		Line.....
	Line..... 45		Railways around London
303	Hayle and Redruth..... 38	63	South Eastern..... 13, 14
203	Hull and Selby..... 43		Ditto, Greenwich Line..... 11
	Lancaster and Preston..... 43		Stockton and Darlington..... 31
	Ditto ditto, Map of Line.....		Stockton and Hartlepool..... 34
	Latitudes and Longitudes,		Sheffield and Rotherham
	&c..... 70		Sheffield, Ashton, and Man-
	Leeds Coach Fares..... 66		chester..... 41
	Leeds and Selby, Map of		Sections of the Railways
	Line..... 21, 22		in England..... 70
302	Liverpool & Manchester..... 21, 22		Southampton Flys..... 68
	Ditto ditto, Map of.....		Taff Vale..... 10
	Liverpool, Plan of.....		Wishaw and Coltness..... 46
	Liverpool Coach and Car	27	York and North Midland..... 37
	Fares..... 64		„ Scarbro' Branch..... 37
			„ Whitby..... 37





## NICOLL'S REGISTERED PALETOT

Is PATRONIZED by their Royal Highnesses the Prince Consort, Prince George of Cambridge, &c., and may be said distinctly to mark the costume of the 19th century, if that is rightly termed marked, which is only conspicuous for its gentlemanly appearance. It is not only admirably adapted for general use in our ever variable climate, but travellers by Railway, with it, find a most needful companion.

While it is equally as warm as the cumbersome old fashioned great coat, it is much less heavy, and the wearer is much more at ease caused by a proper circulation of the blood. The principal hues are Black, Blue, Brown, and Olive; and can be had in London only of the Patentees; also of their recognized Agents throughout the country; to the former is restricted the sole right of making the Registered Paletot of Llama Cloth. Paletots for Winter wear being of more substance than those for summer are Three Guineas, and are stamped in the lining.

H. J. AND D. NICOLL,  
114, REGENT-STREET, LONDON.



## FENDERS, STOVES, AND FIRE IRONS.

The LARGEST ASSORTMENT of STOVES and FENDERS, as well as GENERAL IRONMONGERY, in the WORLD, is now on SALE at RIPON and BURTON'S extensive warehouses, 39, Oxford-street, corner of Newman-street, (just removed from Wells-street). Bright Steel Fenders, to 4 feet, from 30s. each; ditto ditto, with ormolu ornaments, from 60s.; rich bronzed scroll ditto, with steel bar, 10s. 6d.; Iron Fenders, 3 feet, 4s. 6d.; 4 feet, 6s.; ditto bronzed and fitted with standards, 3 feet, 9s.; 4 feet, 11s.; Wrought Iron Kitchen Fenders, 3 feet, 4s. 6d.; 4 feet, 6s.; Bright Register Stoves, with bronzed ornaments and two sets of bars, from 5 guineas; ditto ditto, with ormolu ornaments, from £9 10s.; Black Dining-Room Register Stoves, 2 feet, 18s.; 3 feet, 27s.; Bed-Room Register Stoves, 2 feet, 16s.; 3 feet, 24s. The new economical Thermo Stove, with fender and radiating hearth-plate, from £8 5s.; Fire Irons for Chambers, 1s. 9d. per set; handsome ditto, with cut heads, 6s. 6d.; newest pattern, with elegant bronzed heads, 11s. A variety of fire irons, with ormolu and richly-cut heads, at proportionate prices. Any article in furnishing ironmongery 30 per cent. under any other house, while the extent and variety of the stock is without any equal. The money returned for every article not approved of. Detailed catalogues, with engravings, sent (per post) free. Established in Well-street, 1820.